

AUG 28 '52P

ATLANTIC FISHERMAN

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AUGUST
1952



Preparing the fibre into continuous "slivers."

*It's made right . . .
right from the start!*

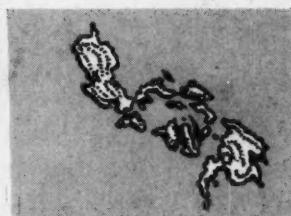
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For you that means uniform tension, pliable, non-kinking rope that is guaranteed. Columbian Pure Manila Rope—There is no finer!

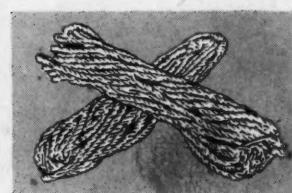
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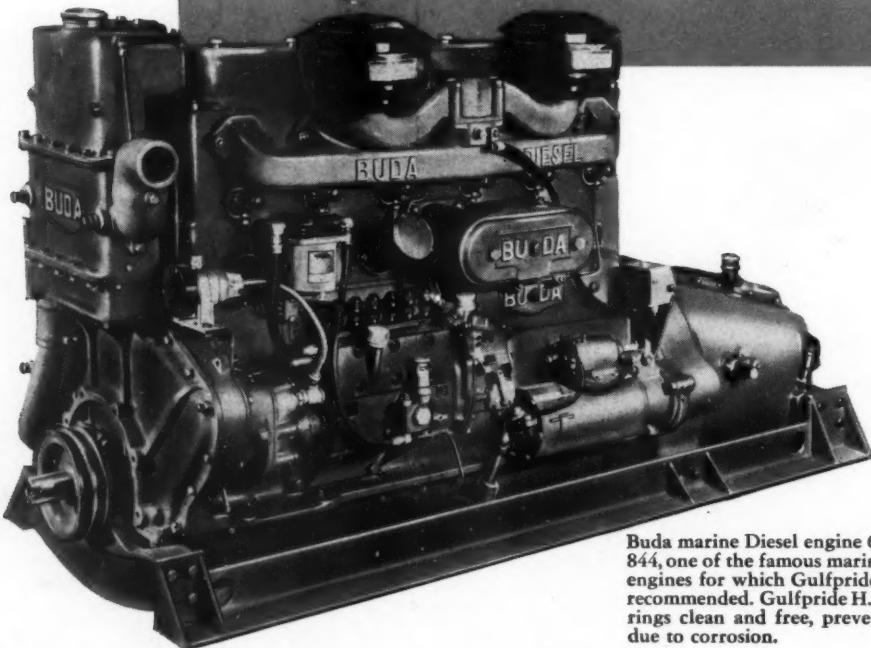
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Buda marine Diesel engine 6-DCMR 844, one of the famous marine Diesel engines for which Gulfpride H.D. is recommended. Gulfpride H.D. keeps rings clean and free, prevents wear due to corrosion.

Gulfpride H. D. (High Detergency), the world's finest oil for high-speed marine Diesels, insures greater dependability and lower maintenance costs.

It's an oil that has remarkable ability to keep engines clean. The powerful detergent dispersant properties of Gulfpride H.D. keep contaminants in suspension—particularly partially burned portions of the fuel oil—prevent their collecting together and settling out. As a result, Gulfpride H.D. greatly reduces deposit formation in the engine, prevents ring sticking, and keeps oil consumption exceptionally low.

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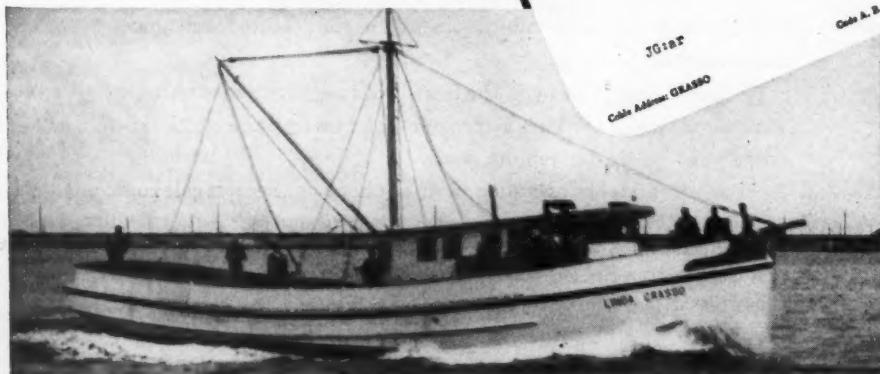
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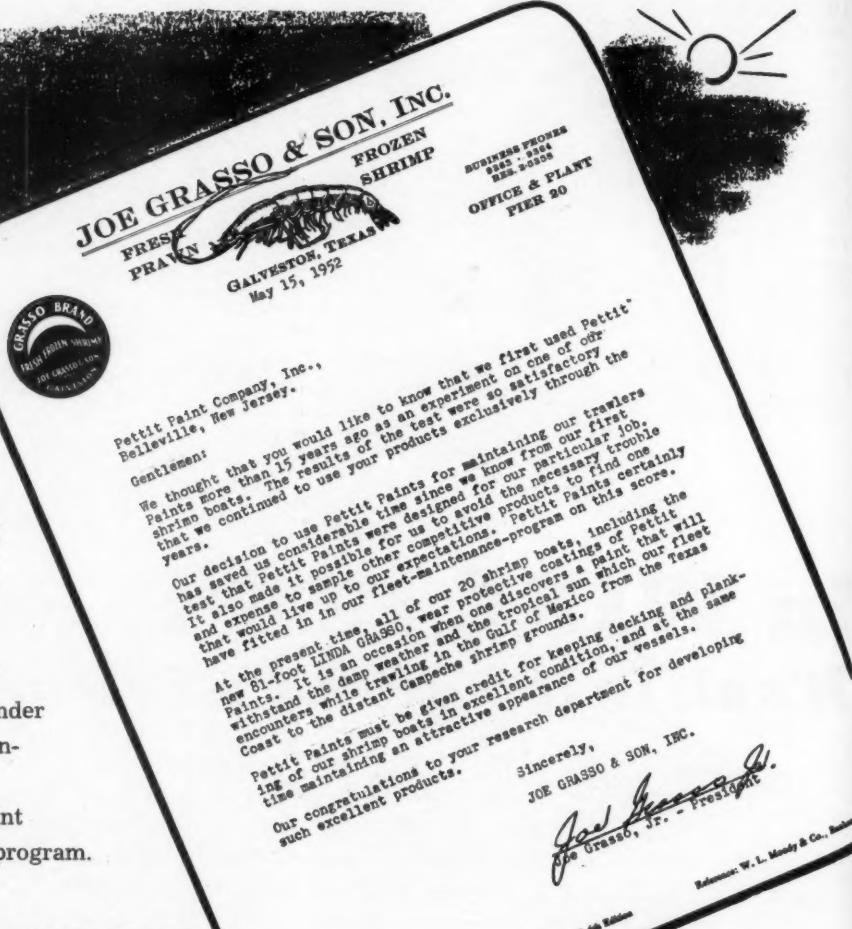
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New 81-foot LINDA GRASSO, newest addition to shrimp fleet owned by Joe Grasso & Son, Galveston, Texas.

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Editorial

Fishery Representation in Foreign Trade Study

In a recent letter to members of the Public Advisory Board for Mutual Security, President Truman asked that a special survey be made of United States foreign trade policies, saying in part: "I think you should examine our tariff policy, with special reference to the expiration of the Reciprocal Trade Agreements Act in 1953; import restrictions, including quotas and customs procedures; agricultural policies affecting foreign trade; and what to do about the problems of domestic producers who may be injured by certain types of foreign commerce."

Charles R. Carry, director, Fishery Products Division of National Canners' Association, 1133 20th St., N.W., Washington 6, D.C., has written David Brown, secretary, Public Advisory Board for Mutual Security, Mutual Security Administration, Washington 25, D.C. requesting that some one well acquainted with the fishing industry's international trade problems be included on the staff to make the investigation requested by the President. The following is quoted from Mr. Carry's letter:

"While I am in a position to speak only for the canners of fishery products in the United States and the Territories, the fish canning industry encompasses such a wide range of products packed in so many different areas that I feel safe in saying that producers of fishery products other than canned hold views similar to those of our members in relation to the foreign trade policies of the United States as they affect the production, distribution and consumption of fishery products.

"Substantial portions of our industry have in the past distributed their products abroad and would do so today if these markets were still available to them. These same portions as well as the remainder of the industry, are, however, equally interested in the preservation of the domestic market for their products. The entire industry is greatly concerned lest our foreign trade policies destroy the domestic market. Our industry feels, therefore, that any investigation of the foreign trade policies of the United States, of the scope and magnitude apparently contemplated by the President as indicated by his letter to the members of the Public Advisory Board, should give careful consideration to some of the problems of the fishing industry, especially since some of these problems are unique and are not found in other segments of the economy.

"It is our belief that in setting up the organization to make this investigation a special unit be included that will concentrate exclusively on the problems of the fishing industry. We urge that this unit be directed by a person having intimate knowledge of the fishing industry."

As Mr. Carry points out, the fishing industry should have adequate representation on the investigating staff. The steadily increasing imports of fishery products have caused considerable concern in various segments of the fishing industry, and a solution to the import problem requires careful analysis and understanding.

While the fisheries represent a smaller dollar volume than many industries, the relative significance of imports is far greater than in most fields.

In addition to protecting the large investments which the fishing industry has in floating and shore equipment and in assuring profitable employment for the thousands of people who depend on the fisheries for a livelihood, the Government should have a vital interest in having the facilities of the fishing industry available for security purposes.

As was aptly demonstrated during World War II, the fishing fleet proved to be a valuable second line of defense when many fishing vessels were quickly converted for Naval use. Furthermore, the fisheries were called on to produce increased quantities of food. Since fish do not require time for growing like other foods, they provide a readily available source of food which can be of great importance in times of National emergency.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on
Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII

AUGUST 1952

NO. 7

SPECIAL FEATURES

Opportunity for New England Tuna Industry	13
67-Foot Shrimper "Tern"	15
Mexican Viewpoint on Territorial Waters Dispute	16
"Henry Underwood's" Log Reveals Value of Radar	17
Shrimp Association of Americas Elects Crawford	18
Trawling for Sardines in Bay of Fundy	18
A Versatile Fisherman	19

NEWS REPORTS

Boston	35	Mississippi	49
Connecticut	22	New Bedford	23
Florida	20	New Jersey	22
Georgia	32	North Carolina	29
Gloucester	34	Provincetown	23
Long Island	30	Rhode Island	27
Louisiana	24	Texas	25
Maine	26	Virginia	21
Maryland	26	Wisconsin	20

REGULAR DEPARTMENTS

Sounding-Lead	8
Equipment and Supply Trade News	36
Fish Landings for Month of July	39
Canadian Report	43
Vineyard Bailings	46
Where-To-Buy Directory	48
Classified Advertising	50

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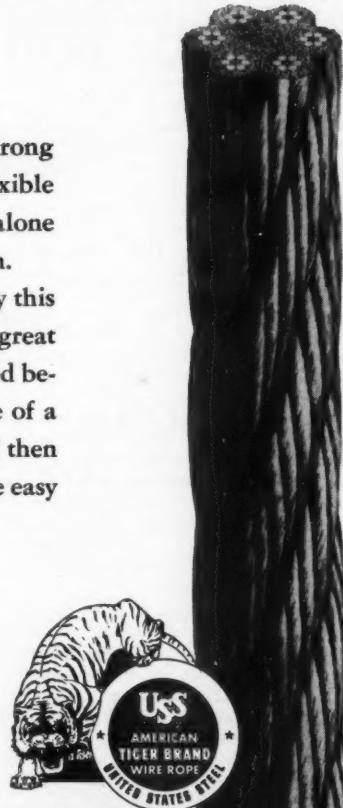
The right combination . . .

galvanized steel covered with fiber . . .
makes this a popular rope!

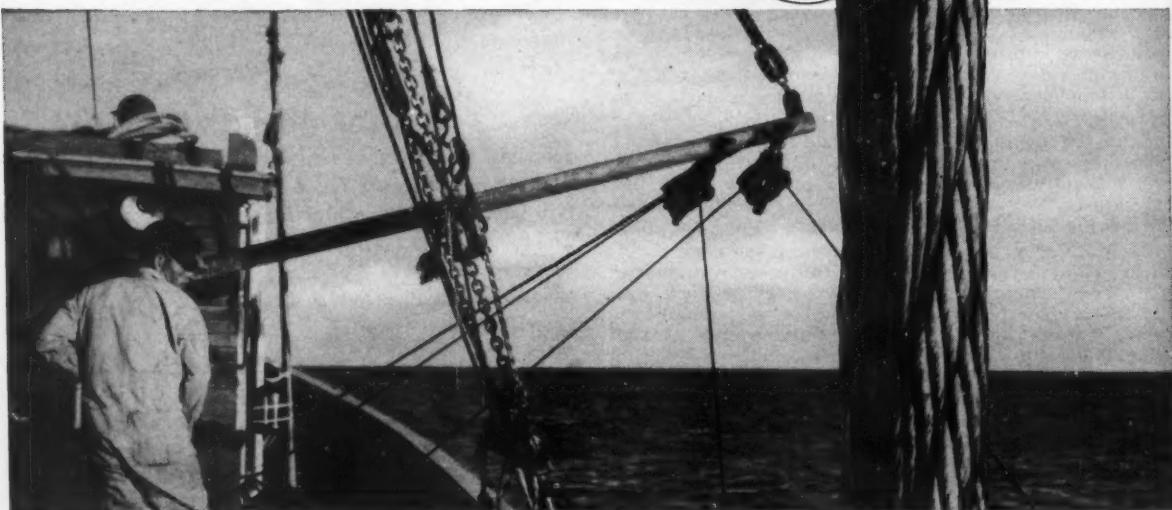
● This Tiger Brand Combination Net Rope is strong enough to hold the heaviest catches, and flexible enough for any marine use. But these qualities alone are not the secret of its popularity with fishermen.

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Your Tiger Brand distributor also carries a complete line of Trawler Ropes, Deck Ropes and mooring lines . . . everything you need in wire rope from a single dependable source.



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AMERICAN STEEL & WIRE DIVISION, UNITED STATES STEEL COMPANY

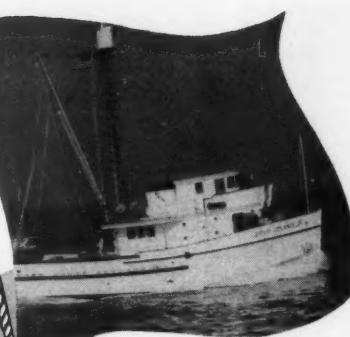
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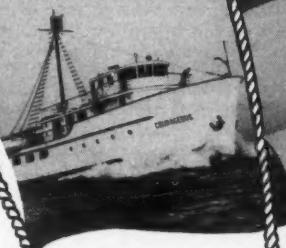
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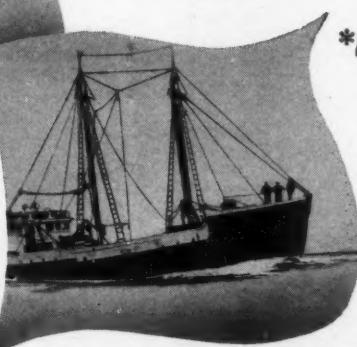
UNITED STATES STEEL



*PURSE SEINER



*TUNA CLIPPER



*DRAGGER

ATLAS and SUPERIOR DIESELS keep them all at work!

These boats don't spend valuable fishing time tied up at docks for engine repairs because they're all powered by Superior and Atlas Marine Diesels. Furthermore, these fishing boats have had ample time to test their power plants since they were all launched a number of years ago.

They use Superior and Atlas engines selected from the complete line of 4-cycle, heavy duty Marine Diesels.

- The "City of Los Angeles" is powered by a 400 horsepower direct reversible Atlas Diesel.
- The "Courageous" boasts a main propulsion unit rated at 850 horsepower and two auxiliary Superior engines.
- The "Benjamin C" is equipped with a 6 cylinder 400 horsepower Atlas.

The owners' reports on these three fishing boats substantiate the performance records established by Superior and Atlas Diesels in marine service throughout the world.

You can examine these Superior and Atlas Diesel performance records, simply by calling the representative at one of the sales and service points listed below, or by writing headquarters at Springfield, Ohio.

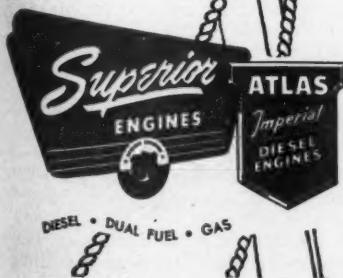
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says . . .

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When his boat caught fire off shore, Orville Trask lost everything but his life. Starting from scratch, he built a new boat, installed a FATHOMETER "Cadet" to help save time in setting out new traps. With the Cadet making 900 soundings per minute, Mr. Trask found new shoals that completely filled his traps, avoided the usual loss of traps, toggles and expensive pot warp by spotting traps in locations safe from holes, ledges and storm damage. FATHOMETER "Cadet" increased his catches many times over, helped him catch more lobsters in less time, started him back on the road to a profitable business.



Submarine Signal FATHOMETER * CADET

Indicates depths from 1 foot to 160 feet, gives true definition at 900 soundings per minute. Finds fish, locates shoals, ledges, underwater hazards. Pays for itself in safety, faster trips, bigger hauls. Transducer may be bilge mounted; no dry docking, no holes in hull.



Submarine Signal FATHOMETER* JR. (Recording Models 1373 and 1373S)

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms, Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.



Submarine Signal FATHOMETER* JR. Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.



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All the features you want for dependable contact with shore, coast guard or other vessels. New compact design, easier to install and operate. Improved circuits for clear reception and transmission.



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Sounding-Lead

Study of seaward boundaries of United States was authorized by House before adjournment. This investigation is expected to have considerable significance to many segments of fishing industry. Part of text of resolution passed by House follows:

"Resolved, that the Committee on Interior and Insular Affairs, acting as a whole or by subcommittee, is authorized and directed to conduct a full and complete investigation and study of the seaward boundaries of the States and the Continental United States and the Territory of Alaska in order to determine the proper criteria for fixing the seaward limits of the inland or internal waters of the United States and the seaward boundaries of the United States and Alaska."

Germany will return trawlers which were furnished to her by this country on charter basis under authority of Foreign Aid Appropriation Bill of 1949. Decision to return remaining 11 of 12 United States fishing trawlers for final disposition was made after it was determined that German fishing industry had reached position whereby further use of these trawlers was no longer required.

Present arrangements call for withdrawal of these fishing vessels from German fleet and return to U. S. Government control in three transfers. First transfer of four vessels was expected to take place August 15; four more on September 1; and remaining three trawlers on September 20.

Fishing vessel inspection was commented upon recently at a meeting of Canadian government and industry representatives, by R. C. Blyth, chairman, Board of Steamship Inspection for Canada. Mr. Blyth said:

"Canada is the only maritime nation, so far as can be ascertained, which requires that fishing vessels are subject to inspection by the Government and, in the case of Canadian fishing vessels, I wish to point out that the extent of the inspection is very considerable. Fishing vessels are required to have lifesaving and fire extinguishing equipment, and to comply with other requirements of the Canada Shipping Act. These requirements relative to fishing vessels of other countries which require no inspection whatsoever, leaves the Canadian fishing vessel with the highest standard of inspection of any of the maritime nations."

Interstate traffic in illegal fish would be prohibited under Weichel Bill which was signed by President on July 16. Cong. Weichel is trying to remedy situation in Great Lakes, where eight States have varying size limits, making it practically impossible to enforce law. For example, fish taken illegally in Michigan may be legal fish in Wisconsin.

Another example of conflicting State laws is in Chesapeake area, where Maryland permits catch and sale of striped bass from 9" in length to 15 lbs. in weight. Frequently stripers weighing over 15 lbs. are caught and many of these reach out-of-State markets. Virginia permits catch and sale of striped bass up to 25 lbs.

Democratic platform, adopted at Chicago latter part of July, includes one sub-title specifically pertaining to fisheries for food use, which reads as follows:

"Domestic fisheries: We favor increased research and exploration for conserving and better utilizing fishery resources; expanded research and education to promote new fishery products and uses and new markets; promotion of world trade in fish products; a public works and water policy providing adequate protection for domestic fishery resources; and treaties with other nations for conservation and better utilization of international fisheries."

At its recent convention in Chicago, Republican Party also adopted fisheries plank, favoring "protection of our fisheries by domestic regulation and treaties, including

safeguards against unfair foreign competition." This is reported to be first time two major political parties have recognized importance of fisheries in national economy.

Tests with powder charges such as are used in underwater searches for oil deposits off California coast, showed that these have no harmful effects on fish life. This conclusion was reached by group representing California Department of Fish and Game, sportsmen, commercial fishermen, and county supervisors. Two-day series of experimental seismic blasts took place in Pacific Ocean near San Luis Obispo, with independent underwater observations being made by State marine biologist, commercial abalone fisherman, and oil company employee wearing diving suits.

Typical seismic shots exploded in various water depths failed to produce evidence of fish deaths above or below water surface. All divers agreed that black-powder charges detonated six feet below water surface in depths of 50 feet or more "have no harmful effects on fish or other invertebrates in the immediate vicinity."

Divers descended to ocean floor before and after explosions. In simultaneous underwater trips averaging 20 minutes for each diver, no blast effects were noted on rockfish, priestfish, flatfish, sea cucumbers, sea anemones, tube worms, corals, sea urchins, clams, or starfish.

Quick-freeze research vessel suitable for extended all-water work opens up scope for considerable expansion of processing at sea. Department of Scientific and Industrial Research has asked Aberdeen, Scotland, firm to construct research trawler on most modern lines of about 125' b.p. and of 600 s.h.p., designed to also operate as a commercial trawler.

Fish hold capacity will be around 4000 cubic feet, and research facilities will include quick-freezing plant, chemical and bacterial laboratory to study processing and by-product study facilities. Ship will have endurance of 20 days fuel capacity, enabling it to be used for North Atlantic work. Crew will consist of 15, with 6 scientists.

For many years Torry Research Station in Aberdeen has been working with inadequate facilities to determine best methods of processing at sea. These experiments have proved vital need to process at sea, immediately after catching in order to bring home maximum catch in best condition.

Nylon nets for herring fishing have been tested on Norwegian research vessel *G. O. Sars* from Oslo. According to report, catches made with these nets were from 80 to 100 percent better than with ordinary nets. It was more difficult to take fish off the nylon nets, but attempts have been made to correct this by changing size of meshes. Further tests were to be made by fishermen in the Icelandic fishing this Summer.

Following of individual fish swimming in sea with echo sounders, usually used to measure depth of ocean, is now possible, according to English scientists. It already is known that fish shoals can be spotted with sound-bouncing equipment, but now scientists will be able to follow reactions of single fish as small as 30" to learn, for instance, what it does when temperature of water suddenly drops several degrees. The English scientists have found that sudden changes in water temperature can be spotted with their sound-bouncing equipment.

Pack of canned alewives in 1951 amounted to 127,760 standard cases, valued at \$604,314 to the canner—an increase of 84 percent in volume and 91 percent in value as compared with previous year.

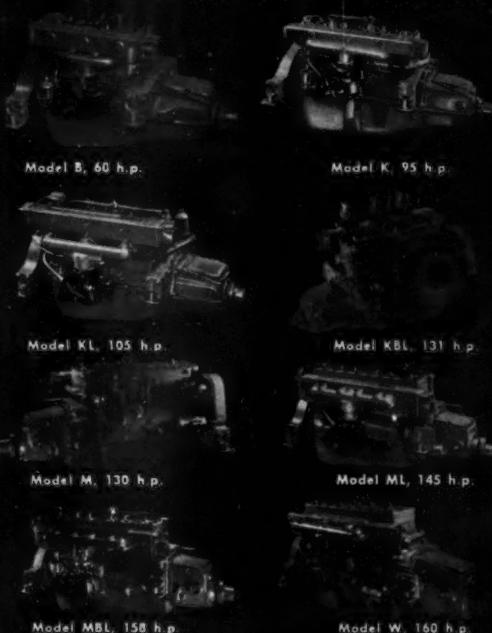
Entire output was canned in four States, including Maryland, Virginia, North Carolina and Maine. Virginia's 12 plants processed 64,860 cases, while the five plants in Maryland accounted for 61,147 cases. North Carolina's three plants and the single cannery in Maine together put up 1,753 cases.

The largest pack of alewives in the last ten years was that of 1946, which amounted to 193,980 cases worth \$1,180,197.

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

... are the world's best buys!



RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

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"Bub" Merrill

"Bub" Merrill, General Mgr. of the L. C. Merrill Dredging Co., says, "Time means money in our operation and the fact that our Chris-Craft 160 furnishes dependable power in any weather is important! Trouble won't wait for fair weather and our Chris-Craft gives us steady year-round performance even with loads ranging to 240,000 pounds, on our 167' barge. We've been using Chris-Craft engines for a quarter of a century and have found that for economical, trouble-free service Chris-Craft is tops."

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

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In deep-water fishing a lot depends on your marine engine... getting out, making a good catch, bringing 'em back to market! It pays to provide high-quality marine fuels and lubricants for that hard-working engine...



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You can look to Esso Marine Products—to meet those rugged, tough requirements of commercial fishing!

 **ESSOLUBE HD**—for diesel marine engines... a 100% heavy duty engine oil scientifically developed to fight sludge and carbon... special added detergent helps keep those all important piston rings from sticking. GET this power performance plus for your marine diesel!

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You can depend on



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**Before you buy a Nylon Net
... remember:**

NYLOCK Nylon Nets are made from BONDED Twine

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NYLOCK Nylon twine's special patent protected process

- prevents knot slippage
- prevents fraying
- makes the nets so much easier to handle
- keeps dirt and marine matter from clinging to the net

TESTS PROVE that nets made from NYLOCK NYLON TWINE catch from 3 to 12 times as many fish. They're stronger, longer-wearing . . . stand up to abrasion from being hauled over the side of a boat. Nets made of NYLOCK Twine are lighter, easier to handle. They need no preservatives which means that they can be fished continuously. And they're unaffected by mildew, fungus growths, oil or gasoline. Why not find out how nets made from NYLOCK increase your catch —cut your costs.

For further information, get in touch with one of the following manufacturers who make nets of NYLOCK NYLON TWINE:

R. J. EDERER, 540 Orleans St., Chicago, Ill.; Unity and Elizabeth Sts., Philadelphia, Pa.
PAULS FISH NET CO., 357 W. Ohio St., Chicago, Ill.
ADAMS NET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.
THE CARRON NET CO., 1623 17 Street, Two Rivers, Wisc.
THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.
MOODUS NET & TWINE INC., Moodus, Connecticut
A. M. STARR NET CO., East Hampton, Connecticut
JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Conn.

Foreign Agent:

TURNER, HALSEY CO., INC., 40 Worth St., New York
Cable Address: THECOTEX

GOOD NEWS! Heavier types of netting are now being produced made of NYLOCK Nylon Twine. Ask about them!

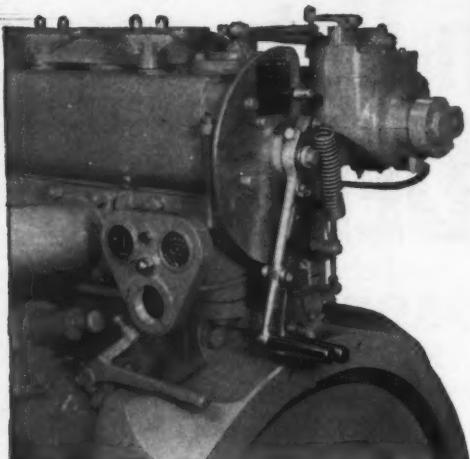
NYLOCK NYLON TWINE PRODUCED BY:

The HEMINWAY & BARTLETT Mfg. Co.
500 Fifth Avenue, New York 36, N. Y.

Represented by:
BROWNELL & COMPANY, Inc., Moodus, Connecticut

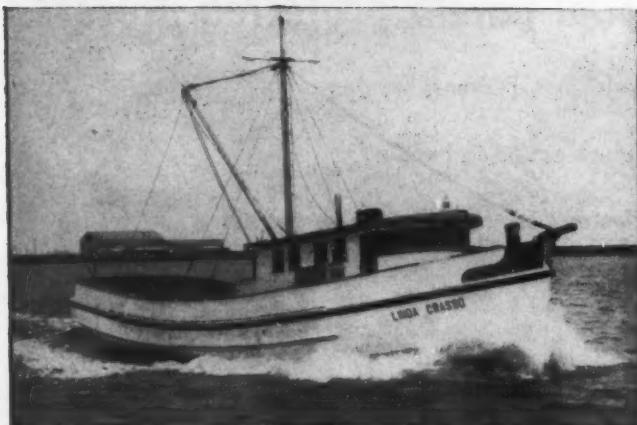
NYLOCK
100% NYLON NETTING

Here's why **MURPHY DIESELS...**
have instant power response

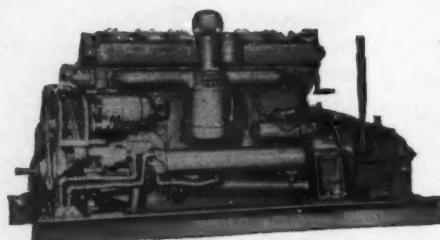


**the hydraulic
servo-type
governor**

**Only MURPHY gives you
this important feature...**



The "Linda Grasso", owned by Joe Grasso & Sons, Inc., Galveston, Texas, is powered by a 190 H.P. Murphy Diesel.



**MURPHY
DIESEL**

**Heavy duty power
for fishing**

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.

'51

ONE vital characteristic of a diesel engine used in tough fishing service is its ability to handle all types of loads—steady loads that require accurate speed control or varying loads where instant response is essential. The Murphy Diesel—because it has a hydraulic servo-type governor—controls speed precisely, responds instantaneously. It responds so quickly and positively that many operators have said, "It seems to know in advance what the load is going to be."

This instant response is made possible by the Murphy's basic design—a "true" diesel with unit fuel injection—plus the hydraulic servo-type governor. This governor harnesses lube oil pressure to assist the flyweights in controlling the proper amount of fuel to the injectors, and providing positive, accurate control at all times.

An important safety feature is the ability of the governor to automatically shut-off the engine if lube oil pressure falls below a safe level. There is no danger of running the engine with lube oil dangerously low.

The hydraulic servo-type governor is just one of Murphy's exclusive combination of design features. Others are described in the booklet "10 Questions to Ask a Diesel Engine Salesman". Ask your Murphy Diesel Dealer for a copy or write direct.

MURPHY DIESEL COMPANY

5321 W. Burnham St., Milwaukee 14, Wisconsin
SALES, PARTS, SERVICE: Jacksonville, Florida; Savannah, Georgia; New Orleans, Louisiana; Portland, Maine; Baltimore, Maryland; Boston, Massachusetts; Gulfport, Miss.; Bivalve, New Jersey; Houston, Texas.



Left: Catch of tuna in purse seine of 75' exploratory vessel "Western Explorer"; Right: Preparing to stow deckload of tuna in vessel's hold.

Opportunity for New England Tuna Industry

"Marjorie Parker" Continuing Investigations Started Last Year by Fish & Wildlife Service with "Western Explorer"

Eighty-seven bluefin tuna totalling 3800 lbs. round weight were landed at Portland, Me. on July 26 by the *Marjorie Parker* after completing the fourth trip of the 1952 tuna exploration. The fish were purchased by the Portland Fish Co., successful bidder at \$200.00 per ton.

The vessel was recently chartered by the Fish & Wildlife Service to investigate the possibilities of developing a tuna industry in the New England area. She is an 87' schooner-type craft previously used in the line trawl fishery and is well suited for tuna long-lining and gill-netting. Use also is being made of surface trolling gear and trammel nets. The explorations are being conducted from Portland, and are in charge of John J. Murray, Fishery Methods and Equipment Specialist of the Fish & Wildlife Service. A crew of 7 mans the vessel.

The tuna caught by the *Marjorie Parker* were taken by floating Japanese long line 24 miles S.E. by E. of Peaked Hill Bar Buoy off Chatham, Mass. A large school of tuna was sighted in the area on the afternoon of July 23rd. Ten baskets of long line with a total of 70 hooks was baited with frozen squid, and a drifting surface set of four hours resulted in a catch of 32 fish averaging 40 lbs. in weight. A set of 20 baskets was made that evening and 51 fish were caught on the 140 hooks during a period of 10½ hours.

Development of a Gulf of Maine commercial tuna fishery has long appeared as a definite possibility. It is known that bluefin tuna are present in New England waters during certain seasons of the year, appearing annually in schools which have been observed between June and October over areas ranging from the waters southeast of Cape Cod to the shores of Nova Scotia in the north. Although interest in a potential tuna fishery has been stirred by this knowledge, no extensive organized efforts have ever been made by industry to exploit this resource. Bluefin tuna production in the area has been limited to catches made by small fishing boats and by the fish traps located in Cape Cod Bay.

Early in 1950, interest in the possibility of establishing a tuna-processing industry utilizing Maine sardine canning plants during periods of normal off-season shutdowns led to an appropriation by Congress for the investigation of the commercial potentialities of bluefin tuna in the Gulf of Maine. Successful establishment of such a fishery would substantially contribute to year-round employment in the sardine industry now operating on a seasonal basis.

The principal objectives of the program are: 1. To de-

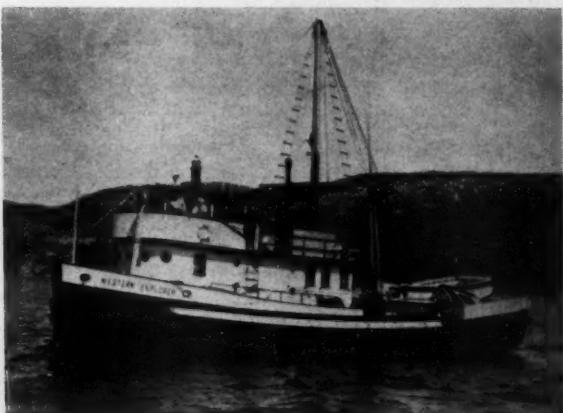
termine the location, extent, and range of bluefin tuna concentrations in New England coastal waters during the Summer and Fall seasons. 2. To determine whether the bluefin tuna are consistently available in sufficient quantities to warrant expanded commercial fishing operations. 3. To test various fishing methods and equipment and to determine the most efficient methods for capturing tuna in commercial quantities.

Some steps by industry aimed at greater utilization of the fishery were undertaken from 1937 to 1941 when from two to five commercial fishing craft operated from the port of Gloucester and achieved fair success in capturing tuna by purse seining methods. Included in this fleet during the 1938 season was the 75' *Western Explorer*, a Pacific Coast-type tuna purse seiner.

In 1951 when the Fish & Wildlife Service began its tuna exploratory project in New England, the *Western Explorer* again was used, being chartered for a five-month period. Operations extended from late June to early October, during which time 8 trips were made and 180,000 lbs. of bluefin tuna were caught.

The smallest catch was seined in the vicinity of Boon Island, Maine, on August 24 and comprised 41 large tuna with an average weight of 230 lbs. each. The largest catch was made on September 17 in the waters approxi-

(Continued on next page)



The 75' Pacific Coast purse seine-type "Western Explorer", which was used by the Fish & Wildlife Service for its 1951 tuna explorations.



Setting seine from turntable on "Western Explorer". (Note purse line in left-hand corner.)

mately 60 miles southeast of Cape Cod Light, and totalled 120,000 lbs. of tuna with an average weight of 33 lbs.

The results obtained during these operations demonstrate that bluefin tuna stocks in concentrations of commercial size amenable to purse seining were present in Gulf of Maine waters from late June to early October. The success of the purse seiner employed in completing eight sets with an average haul of 22,500 lbs. per set shows that the schools could be effectively fished.

A distinct advantage to tuna seiners operating in the Gulf of Maine is the relatively short distances between fishing grounds and landing ports. Within a distance of 100 nautical miles from areas where tuna schools were found, four major landing ports are located. Under such conditions, mechanically-refrigerated seiners, while desirable, are not a necessity and crushed ice affords a reliable and inexpensive means of preserving fish catches. After proper handling and adequate icing, bluefin tuna caught during the season were kept as long as seven days with little loss of quality. The fish were not gutted, and reports from boats who dressed their tuna catches, showed that this period could be safely extended for from three to four days without danger of spoilage.

An agreement between the Fish and Wildlife Service and many of the New England mackerel purse-seine operators provided for the mutual relay of visual observations regarding the locations of tuna and mackerel schools. Results of this agreement proved valuable in locating both tuna and mackerel, and contributed much to the success of the *Western Explorer*.

Tuna Sighted on All Trips

Last year the *Western Explorer* spent 81 days at sea, steaming a total of 695 hours, and covering over 4,700 nautical miles in Gulf of Maine waters. Bluefin-tuna schools were observed on all voyages. Her catches were landed at Gloucester, Mass.

Observations made during the season disclosed bluefin tuna schools ranging over a wide area, extending from a point approximately 60 miles southeast of Cape Cod Light to the waters around Boon Island, Maine—a distance of 110 nautical miles. Reports on tuna schools sighted by fishing craft operating in Gulf of Maine waters extended this range of occurrence to areas close to Nova Scotia shores—over 200 nautical miles east and south of the New England Coast.

Small-size fish comprised the great majority of the tuna captured and observed in the area. Only a small percentage (6 percent) of the total catch was composed of fish over 50 lbs. live weight, with catches of fish in the 25-to 33-lb. live-weight size range predominating. Visual observations of tuna schools and actual measurements of

fish captured in coastal waters east and south of Cape Ann Light reveal that no large fish were found below this point. Conversely, no small fish were found in the coastal waters and north of Cape Ann.

There appeared to be a distinct separation of the small- and large-size groups, roughly coinciding with the inshore waters northeast of a line extending east-southeast from Cape Ann Light. However, this generalization cannot be applied to offshore waters in view of reports received from creditable sources of tuna schools composed of small-size fish, observed north of Cape Ann Light on Fippennies Ledge, Cashes Ledge, and Jeffrey Bank. While bluefin tuna in varying degrees of volume were observed over a wide range during the program, sizable concentrations of schooling fish adaptable to commercial seining were located in four distinct areas.

Bluefins Present in Several Areas

The South Channel area lying between Cape Cod and the southwestern edge of Georges Bank supported large quantities of tuna during the latter part of August, the month of September, and early October. In this region, water depths range from 50 to 100 fathoms. Employment of large seines (measuring not less than 300 fathoms in length and 30 fathoms in depth) is indicated for best results in seining the large schools comparable in size to those observed during September, 1951.

Varying amounts of small bluefin tuna were observed in the Cape Cod Bay region (comprising roughly the waters southeast of a line extending from Race Point Light northwesterly to the shore near Marshfield, Mass.) from late June until early September. The average schools observed contained between two and eight tons of 25- to 35-lb. fish with occasional appearances of schools estimated to contain as high as 40 tons. Comparatively shallow depths (ranging from 8 to 28 fathoms) and heavy mud-bottom conditions preclude employment of deep, heavily leaded seines in this region.

Tuna schools varying in size from an estimated 2 tons to 200 tons were observed from the *Western Explorer* within a radius of 60 miles from Cape Cod Light. Over 500 tons is a conservative estimate of the amount of fish observed in the schools sighted.

Cape Cod Bay presents possibilities during late June and July for a limited number of small seine boats employing shallow, lightly-leaded seines not over 225 fathoms in length and 15 fathoms in depth. The length of time required to operate the gear and bail the catch would be limiting factors in production due to the prevalence of small schools noted here and the necessity for more sets per payload.

Located near Cape Cod Bay and extending northeast-erly towards Cape Ann for approximately 15 miles is the small fishing bank Stellwagen, more generally known as Middle Bank. On five separate occasions schools of bluefin tuna were sighted near Stellwagen. Generally smooth bottom and average depths of over 28 fathoms along the bank's perimeter indicate favorable conditions for tuna seining during periods of seasonal abundance.

In the South Channel area and around Stellwagen Bank deep and heavy seines may be used without danger of fouling on the bottom. Large seine boats are indicated for use here in recognition of the size of the schools observed in the area.

Scouting operations in the waters between Isle of Shoals, New Hampshire and Boon Island, Maine, located many schools of tuna during July and August. Rocky-bottom conditions and shallow depths are prevalent in this vicinity, restricting the use of purse seines over 20 fathoms in depth.

Conditions observed in waters northeast of Cape Ann, Massachusetts, differed sharply from those noted in the area south and east from this point. Small schools composed of large fish (weighing between 200 and 300 lbs.) were found between the Isle of Shoals, New Hampshire, and Cape Neddick, Maine. With one or two exceptions, all schools were in shoal waters overlying rocky bottom.

On two occasions, schools estimated to contain 10 tons (Continued on page 31)

67-Ft. Shrimper "Tern" Is 300th Vessel Built By Florida Ship Yard

THE 300th fishing vessel built by Diesel Engine Sales, Inc., St. Augustine, Fla., the 67' x 18'6" shrimp trawler *Tern*, has been delivered to her owner, Marvin Hardee of Morgan City, La. A special ceremony, heralding the event, took place at the June launching of the boat, which was christened by Mrs. Hardee.

Of Tams, Inc. design, the new vessel incorporates the latest developments in shrimp trawler construction, layout and machinery. She represents the trend toward larger, longer-range, heavier equipped vessels for shrimping on more distant grounds. She has a hold capacity of 27 tons.

The *Tern* is sturdily constructed, having 9 x 12" pine keel, 2 x 4" oak frames and 4 x 4" pine deck beams on 12" centers, oak bowstem, 3 x 10, 3 x 12 and 3 x 14" pine floor timbers, three 2 x 8 clamps, one 2 x 6 clamp and one 3 x 4 clamp. Planking is 1½" selected cypress and fir; the transom is 2" pine, doubled; ceiling is 1½ x 4" cypress, and decking is 2" pine. Galvanized fastenings are used throughout, with the keel, stern, shaft log, horn timber, stringers and deck beams being bolted. The hull is treated with Cuprinol preservative, and the engine room bulkhead is well insulated. Hart & Burns Navicote paint is used on the bottom and International finishes on the topsides.

The deck house, which is 23' long and 8' wide, is built of cypress with pine studdings and has 12 windows and 4 doors. There is a stateroom for the Captain, and the galley aft is fitted with Real Host range and Monel sink. The wheel house section has a 5' round front, and carries a 7" Ritchie compass and One-Mile-Ray searchlight. A quadrant operated by chains and rods is used for steering. There are comfortable quarters for three crew members in the fo'c'sle, and a toilet is provided.

A D13000, 120 hp. Caterpillar Diesel gives the *Tern* a speed of 10½ knots. The engine is equipped with Snow-Nabstedt 3:1 reduction gear, and swings a 48 x 44, four blade Columbian propeller on a 3" Tobin bronze shaft, fitted with a Goodrich Cutless rubber stern bearing. The boat has 32-volt Southway batteries and 32-volt, Model 06AH Onan generator plant. Fuel oil capacity is 4000 gallons in four tanks, and there are two 165 gal. fresh

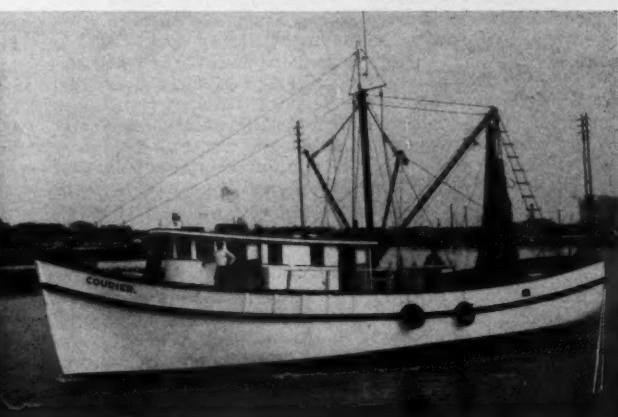
(Continued on page 32)



The new 67' shrimp trawler "Tern", built by Diesel Engine Sales, Inc., St. Augustine, Fla., for Marvin Hardee of Morgan City, La.



The "Elizabeth Perry", 150th shrimper constructed by Diesel Engine Sales, Inc. Owned by Perry Fish Co. of Mayport, Fla., the craft is powered with a 120 hp., Caterpillar D13000 Diesel.



Two of the 67' shrimp trawlers built by Diesel Engine Sales, Inc. At left is the "Howdy Show", owned by Shaw Shrimp Co., Jacksonville, Fla., while the vessel at right is the "Courier", owned by Versaggi Shrimp Co. of Tampa.



Capt. Jesse Perry, left, and his 56' x 17'6" x 6'6" shrimp trawler "Capt. Jesse Perry", which operates out of Mayport, Fla. The vessel was built by Diesel Engine Sales, Inc., St. Augustine, and is powered with a 120 hp., Caterpillar D13000 Diesel. Capt. Perry also owns the shrimpers "Elizabeth Perry" and "Elizabeth II" which operate out of Mayport.

Mexican Viewpoint on Territorial Waters Dispute

Emil Zubry Reveals That Mexican Government Feels It Should Share in Profits of Foreign Shrimpers

BOTH the Mexican and United States Governments would like to arrange a bilateral fishing agreement to avoid the recurrent "incidents" which have occurred in Mexican waters during the past. It is felt that a clear definition of the limits of territorial waters, and regulations governing foreign fishing craft operating in Mexican waters would do much to stabilize the situation.

The Mexican Navy Department is fully in accord with the idea of an early agreement between Mexico and the United States so that the present mix-up can be eliminated and the matter of fishing rights clarified. Mexico, as it is known, insists on her rights to nine miles of offshore waters, while the U. S. Government only acknowledges a three-mile limit. This difference of opinion will be the most difficult to solve, and the matter may be referred to the proper channels for international arbitration.

Sources close to the Navy Department affirm that Secretary of the Navy Raúl López Sánchez and other officials do not wish to close Mexican territorial waters to craft. But the Department feels "very strongly" the injustice of foreign fishermen taking catches, especially shrimp, from territorial waters without payment of any sort. Officials point out that rich shrimp beds were discovered by Mexican fishing fleets five or six years ago in such diversified areas as in the Gulf of Mexico, the Gulf of California, Campeche Sound and offshore Pacific points, especially off the coasts of Nayarit, Sinaloa and Sonora. The government believes its stand is not unreasonable and that Mexico should obtain as much benefit as possible from the exploitation of these rich beds—all within territorial water limits established by governmental decree.

Mexican Vessels Outnumbered

Shrimp fishing, even though Mexican fishing ships are outnumbered at times as much as six to one, is beginning to play an important role in the national economy. In recent years this has brought in many American dollars, for hundreds of tons of shrimp are exported to the United States annually.

In view of the lack of equipment by Mexico's shrimp fishing industry, the Navy Department would be willing to enter into an agreement whereby U. S. or other foreign

fishermen (principally Cuba) would be required to pay "fishing rights" to enter Mexican waters. This, it is felt, would at least give some participation to Mexico in profits earned by foreign craft exploiting the sea wealth of her territorial waters.

The Mexican offshore waters are rich not only in giant shrimp, but lobster, pompano, shark, tuna, red snapper and many other commercial species. According to the Navy Department more than 800 fishing craft of different tonnage, including those from Mexico, operate in Mexican Northwest Coast offshore waters and fill their holds with the diversified sea wealth.

Mexico is now attempting to create a large fishing fleet and to free fishermen from the clutches of ship outfitters so that catches can be sold in free markets. However, the program has only just begun and it will be some time before Mexico has an adequate fishing fleet. It has been estimated that the country could use at least a thousand shrimp boats to fully exploit its shrimp beds.

Fishing boat building already has begun on a limited scale in Quintana Roo, with the first of a series of ships launched recently at Chetumal. However, more ship-building facilities are required and this phase is receiving study of the Navy Department. For the moment, the Mexican fleet is vastly outnumbered and an indication of this can be seen by the fact that in Campeche Sound alone there are only 50 Mexican shrimp boats while U. S. and Cuban ships reach a high of 300 at times.

Drive Against Illegal Fishing Operations

The Navy Department, in an effort to control foreign fishing boats, has official fishing offices established in San Diego, San Francisco and other U. S. California points. The Government would like to open similar offices in New Orleans, La., Galveston and Corpus Christi, Texas, and perhaps in Florida, but so far no agreement on this has been reached. Mexico has also sought unsuccessfully to establish an office in Havana, Cuba, to regulate Cuban boats but has met with indifferent reception on the part of Cuban officials. Cuban fishing boats and their piratical operations in Mexican waters have been a weighty problem.

(Continued on page 38)

"Henry Underwood" Log Reveals Value of Radar

Two Collisions Avoided in One Trip by Radar-Equipped Sardine Carrier While Navigating Maine Waters in Thick Fog

THE development of "junior" radar has ushered in a new age for the American fisherman. With it he saves valuable time: seining, dragging and navigating in weather of the worst visibility. When he uses radar he thinks of it as a "magic eye" that sees through miles of fog and darkness... a "magic eye" that increases earnings and promotes safety in a variety of ways.

There are many case histories proving the value of "junior" radar to the American fisherman, but none more convincing than the experience Capt. Lewis Beal had with his Raytheon "Mariners Pathfinder" Junior Radar down Maine.

One foggy August day in 1951, Capt. Beal set out from Jonesport, Me. on the 71' sardine carrier *Henry O. Underwood* with the seiner *Nina Merle* in tow. His destination was Northeast Harbor. Several narrow escapes: one at the entrance of Northeast Harbor near the shoal where the ill-fated *S. S. Norumbega* ran aground, and another a mile or so from the site of the well-known *Cimbria* disaster, added interest to a trip which, in clear weather, might have been considered an everyday experience. The following terse excerpts from the "log" tell less than half the story.

Seiner "Nina Merle" Taken in Tow

Saturday, 2:00 P.M. Wind blowing SW. Took *Nina Merle* in tow at Jonesport and navigated Tibett's Narrows by radar. Fog—visibility about 100 yards.

It was gray in Tibett's Narrows, gray and cold. The fog was rolling in over the top of a choppy sea covering the two boats with a blanket of dampness. In the warm wheelhouse of the *Henry O.*, Capt. Beal looked at his radar. He studied the white markings and dots (radar pips) which outlined the channel through Tibett's Narrows. Eleven times a minute the magic eye of radar scanned the horizon—far beyond the mist that limited his vision.

Yet even with radar, Tibett's Narrows was not easy to navigate. The wind funneled into the passage knocking



Capt. Lewis Beal in wheelhouse of 71' Jonesport, Me. sardine carrier "Henry O. Underwood", with radar antenna on roof. The vessel is powered with an 8-cylinder, 160 hp. Buda Diesel which gives her a speed of 12 knots.

the tops off the waves. Steering was difficult and towing hazardous.

Capt. Beal had been using his radar on the one-mile range. When the *Henry O.* butted its way clear of the Narrows, he turned a knob on the radar-control panel over to "4 miles." The picture on the radar screen shifted; the white pips of the one-mile image were swept away to make room for the new pips as they appeared from the four-mile distance.

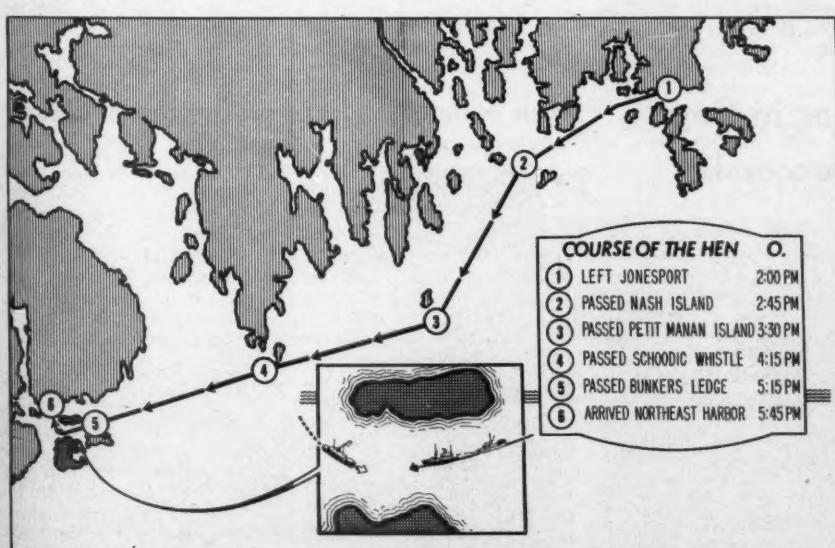
When the new picture was complete, Capt. Beal began to look for the whistle buoy off Nash Island. With his radar on the four-mile range he viewed the entire area. Dead ahead he saw Cone Island. Finally he spotted the buoy on the windward side of Cone, and hauling the *Henry O.* off a few points, he headed the two boats directly for it.

Fog Thickens

2:45 P.M. Reached Nash Island Whistle. Now heading for bell buoy off Petit Manan. Sent the engineer aft to check on the *Nina Merle*. Seems to be towing well. Fog thickening—visibility about 75 yards.

After passing Nash Island, Capt. Beal turned the range-control on his radar over to "20 miles." Eight miles through the fog, the image of Petit Manan looked like a white Buckeye bean on a pool table top. Capt. Beal noted the direction of the island, plotted his course, and changed the range of his radar back to one

(Continued on page 44)



Map showing course of "Henry O. Underwood". Insert: closeup of ships on collision course near entrance of Northeast Harbor, Me.



Officers of the Shrimp Association of the Americas recently elected at the first anniversary meeting of the Association held in Mexico City July 16-18. From left to right: Roselle Clegg, treasurer; Carlton Crawford, president; Pedro Pinson, vice-president; Hector Ferreira, secretary; Pedro Palazuelos, member of the Board of Directors and president of the Mexican Camara Nacional de la Industria Pesquera.

Shrimp Association of Americas Elects Crawford President

Some 150 shrimp producers and distributors from Mexico and Texas attended the first anniversary meeting of the Shrimp Association of the Americas, held July 16 thru 18 in Mexico City. All of the business sessions were conducted at the Camara Nacional De La Industria Pesquera (The national association of the fishing industry of Mexico).

Carlton Crawford of Palacios, Texas, was elected president of the Association for the coming year. Mr. Crawford is president of the Texas Shrimp Association and an ex-president of the National Fisheries Institute. Pedro Pinson from Mazatlán, Mexico, was re-elected vice-president; Hector Ferreira, from Guaymas, Mexico, was named secretary; and Roselle Clegg of Port Lavaca, Texas, was re-elected treasurer.

Ralph McKenzie of Dallas, Texas, chairman of the Quality Control Committee, presented an extensive report of the Committee's progress and submitted plans for the coming year. Virgil Versaggi of Brownsville, Texas, chairman of the Membership Committee and ex-president of the Association, made an announcement of the contribution of funds to the Association by non-members from Louisiana and California, and discussed plans for a membership drive. Murray Wheeler of the National Fisheries Institute discussed the progress of the Association's publicity and advertising campaign.

The Secretary of the Navy of Mexico, the Mexican Marine Fisheries Representatives, and other dignitaries were present at the meeting.

Trawling for Sardines in Bay Of Fundy Proves Successful

The Atlantic Biological Station at St. Andrews, New Brunswick, recently conducted experiments with floating and bottom trawls in Lepreau Harbour, which showed that it is possible to catch sardines profitably with trawls. Following these experiments the *Lil' Abner*, a boat from Wilson's Beach, Campobello, started using the trawling method for catching sardines in the Bay of Fundy. Right from the beginning the operations of the *Lil' Abner* were extremely successful although some improvements in the gear were made from time to time.

The *Lil' Abner* is a 50' Cape Island type boat, partially decked, powered with a 165 hp. Diesel and equipped with gallows frames, double-drum winch and a Bendix DR-7 echo sounder. The trawl used was an ordinary $\frac{1}{4}$ No. 35 Yankee with a small-mesh cod end. This cod end was later replaced by a nylon cod end to reduce the overall weight of the gear. The trawl was used without wings and with only short ground lines to the doors which

weighed 320 lbs. each. Two men operated the boat and gear.

Fishing was carried on during the daylight hours and catches varying from 500 to 8,000 lbs. were made in tows usually of 60 minutes' duration. For the five-week period for which reports were received the average catch was 50,000 lbs. per week with an average of three fishing days per week. Since sardines are worth 2¢ per pound to the fisherman this adds up to an extremely successful operation.

A boat owned and operated by Merrill Lank of Welchpool, N. B., also has been using a trawl for catching sardines with similar success, and at last report a boat from Digby, N. S., was being fitted for this method of fishing.

Although some method, such as an echo sounder, is essential for the general location of bodies of sardines, this instrument was useless for the actual fishing operation as the sardines were so close to the bottom that it was impossible to determine their distribution. The echo sounder on the *Lil' Abner* was not operated while the boat was fishing. An echo sounder on the M. B. *Gulf Explorer* was used throughout an hour-long tow by the *Lil' Abner*, cruising over and on all sides of the trawl, which could be readily distinguished, but there were no indications whatsoever of bodies of fish. During this tow the *Lil' Abner* caught 2,000 lbs. of sardines.

A comparison between the trawling and purse-seine methods of fishing sardines indicates the superiority of the trawling method. A purse seine costs from \$5,000 to \$8,000 in Canada, requires from six to eight men to operate it, and is usually efficient only at dawn and at dusk when sardines can be located in dense schools close to the surface. A bottom trawl costs about \$500, can be operated by two men and can be fished throughout the day when the sardines are on or close to the bottom.

New Record Is Set for Depth of Ocean

The British Admiralty has announced that the H.M.S. *Challenger*, sounding a vast undersea canyon south of Guam in the western Pacific, touched bottom at 35,640 feet in the Summer of 1951 with an underwater sonic signal and a weighted steel wire. Previously the greatest known ocean depth was 34,440 feet, recorded in 1945 off Surigao Strait in the Philippine Islands.

At the time of the discovery the *Challenger* was midway between Guam and Yap and within 200 miles of the great World War II anchorage of the United States Navy at Ulithi Atoll. As the hydrographic survey ship crossed a known trench in the sea floor, its sonic depth finders lost touch with the bottom at about 4,100 fathoms.

Explosive charges were set off in the water to continue the soundings. The *Challenger* picked up the echoes from the bottom with hydrophones. Meanwhile, a 140-pound lead weight was lowered on a sounding wire. It ran out for an hour and a half before striking bottom.

In October, the *Challenger* returned to the same position with its sonic equipment adjusted to record the great depths. The measurement of 5,940 fathoms (35,640 feet) was verified.

A Versatile Fisherman

Capt. Ellery Thompson is Talented Painter and Writer

A FAMILIAR figure around the Stonington, Conn. waterfront, Capt. Ellery Franklin Thompson, skipper of the 50' dragger *Eleanor*, stems from a family whose ancestral tree is full of hardy mariners. Capt. Thompson, now in his early fifties, has been around boats all his life. He gained the rudiments of fishing from his father who was one of the pioneers in the development of the technique of dragging a long net along the bottom of the ocean and scooping up the fish.

Becoming very adept at the methods of taking fish and handling a boat at an early age, Ellery borrowed \$4000 when he was 21 and bought his own boat, the *Grace and Lucy*. This turned out to be a successful venture. However, Ellery found that the boat didn't handle favorably under adverse conditions, so with a ruler and compass he bought in the 5 & 10¢ store the Captain designed and laid out the plans for the *Eleanor*, the boat he possesses now. He had the vessel built by a New Jersey boat building firm and it turned out to be an ideal fishing boat. Ellery proved himself to be a capable designer and has since designed numerous boats for Stonington fishermen.

Fishes Only on Fair Days

On fair days (Ellery has given up fishing in foul weather) he takes the *Eleanor* out into the eastern end of Long Island Sound and drags for flounder in Connecticut and Rhode Island waters. Ellery generally has a three-man crew which sometimes includes a member of the female species. Fellow fishermen at Stonington could hardly believe their eyes when they saw pretty Edna Butlin, a 19-year-old college girl working on the *Eleanor*. Edna can steer the boat, handle the nets and sort fish almost as well as any seasoned fisherman.

All varieties of fish are taken in the 80' net which is dragged along at two miles an hour behind the boat. A 650-pound shark, women's unmentionables, whisky, etc. have all managed to find their way into Ellery's net. The majority of the fish taken are "junk fish" and these are thrown back; however, the marketable varieties are iced and packed in barrels. As soon as Ellery gets back into port, he unloads the barrels at Bindloss Dock, from whence they are immediately shipped to Fulton Market in New York City.

During the war, Dr. Daniel Merriman, noted marine biologist and director of the Bingham Oceanographic Institute at Yale University, came to Stonington looking for a fishing boat to take him offshore, where he could



Capt. Ellery Thompson of New London, Conn. putting the finishing touches on an oil painting of a fishing schooner.

further his studies of the marine resources off Southern New England. Ellery took the scientist out and provided him with a great deal of helpful information gathered from his years of personal observation of marine life. Ellery and Dr. Merriman became good friends and they have made numerous fishing trips together. Now Ellery always keeps on the lookout for any unusual species.

Is Accomplished Painter

Ellery is also an accomplished painter. His oils, which are generally seascapes, grace the walls of numerous Connecticut homes. He has turned out dozens of paintings in his spare time and has put on canvass almost every one of 40 odd fishing boats which dock in Stonington. His price for a painting generally runs from a bottle of Scotch to \$75, although he has sold some of his better ones for over \$100.

Not too long ago Ellery got the idea of putting down on paper all his wide and varied experiences on land and sea, and as a result of this, in 1950 he had a book, "Draggerman's Haul," published by Viking Press. It is a colorful autobiography, full of marine adventures, humorous anecdotes, and a bit of the Captain's philosophy thrown in. Warner Brothers took an option on the book, but never quite got around to making a movie of it. Ellery's book was so well acclaimed locally that he is now finishing up a second volume, soon to be published, called "Never Our Twine Shall Part."

Left: Capt. Ellery Thompson's 50' dragger "Eleanor" of Stonington, Conn. Built in 1927, the craft is powered with a 65 hp. Lathrop gasoline engine. Center: Hoisting the dripping net laden with fish after a two-hour drag. Right: Packing flounder in a barrel.



Great Lakes Fishermen Making Good Whitefish Hauls

Compared to last year at the same time, yields of whitefish from nets of Great Lakes commercial fishermen showed some improvement. Several sizable catches of whitefish were made on Lake Superior, where commercial trolling for lake trout also is producing good hauls. Set-hook liners were doing fairly well, but the trollers appeared to be getting the larger fish. Commercial trollers who are renting out craft to game fishermen are enjoying lucrative returns.

Around the Apostle Islands, particularly in the channels between Brownstone Island, Devils Island and Bear Island, many of the Bayfield commercial craft are making fairly good catches of lake trout. Fishermen here operate as far out as Isle Royale for lake trout, whitefish and longjaws. A few herring and burbot turn up in gill nets from time to time throughout the Summer.

Commercial fishing on Green Bay has been, generally, fair to better. Some sizable catches of perch, walleyes, suckers, and chubs have been reported, and whitefish yields in several instances were good.

On Lake Michigan proper, commercial fishermen are making good catches of chub, suckers and perch. Whitefish takes in several instances were better than expected but below previous years in the usual haunts. Commercial fishing on the Lake was considered generally fair, with good hauls under spotty conditions.

Lake Huron commercial fishermen have been getting improved catches of pike, white suckers, carp, and the other usual species, but there was a marked absence of blue pike. From Georgian Bay, whitefish yields in several instances were better, while "rough fish" yields in the same areas were lower than before.

Small operators on Lake St. Clair reported good hauls of pike, perch, etc.

Lake Erie Summer production, particularly around the Port Dover area, is good. Michigan and Ohio commercial fishermen were landing some fairly sizable takes of rough fish from trap nets. Whitefish yields were ranging from poor to fair, and pike takes were not quite up to expectations.

Good Market Predicted for Trout, Perch

Lake trout, catfish, bullheads and yellow perch are expected to find a strong or active market during the third quarter of the year, while lake herring, blue pike, and sauger pike are expected to find a fairly steady market, according to the Fish & Wildlife Service. Unsettled markets are forecast for buffalofish, chubs, whitefish, and yellow pike, while the pickerel market is expected to be dull and trading for carp is predicted to be weak.

Alewives Invade Lake Michigan

A new threat to Great Lakes commercial fishing was seen in the appearance of alewives, a relative of herring, in Lake Michigan recently. The third specimen in a year of the normally salt-water fish turned up recently in a commercial fisherman's net.

The alewife is believed to have invaded the lake through the Welland Canal, the same as the sea lamprey. The alewife is dangerous only because it competes with herring and other commercial fish for food.

Smelt Mortality Not Considered Serious

Recent heavy die-off of smelt in Lake Huron's Saginaw Bay is not considered serious, according to Dr. Jerry Cooper of the Michigan Fisheries Research Institute. The fisheries experts explained there is always a substantial mortality immediately following spawning runs. However, the report of smelt mortality in Saginaw Bay is being investigated.

Fishermen Aid in Lamprey Check

Holland, Mich. fishermen have been asked by the Fisheries Division of the Michigan Conservation Dept. to

aid in determining the number of lampreys in the State, as well as waters in which they are found. Jack Grissen of Holland, in charge of the report, said up to July 1 only a few fish had been reported that displayed marks of the sea lamprey.

Commercial fishermen, as well as game fishermen, believe a sea lamprey weir or trap should be installed on the Manistique River at Manistique, Mich., where thousands of baby sea lampreys were seen this season. The presence of lampreys in the Manistique River is prima facie evidence that the predator still makes the River one of its major spawning grounds.

To Enforce Fish Laws Around Isle Royale

Michigan's Attorney General, Frank G. Millard, has ruled that conservation officers have authority to enforce Michigan fish laws within the 4½-mile belt of water surrounding Isle Royale, located in mid Lake Superior. Millard pointed out that the Government has not assumed nor accepted police jurisdiction over these waters, even though Congress in 1942 extended the boundaries of the park to include submerged lands within 4½-miles of the island.

Urge Maintenance of Quality

At the general annual meeting in Kenora, Ont. of the Kenora and Patricia District Fisheries Assoc. of Georgian Bay of Lake Huron, commercial fishermen elected John Longe again as president, with John Holmstrom as vice-president and Verner Wallin as secretary-treasurer.

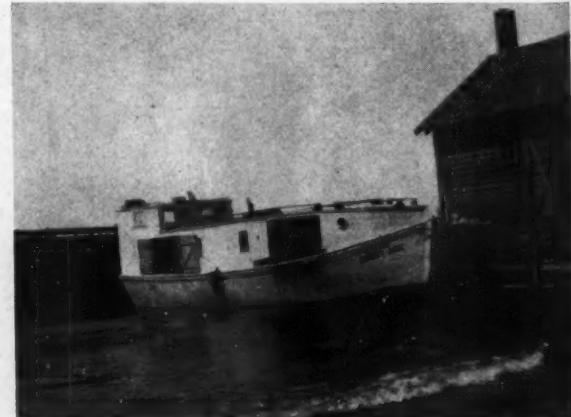
Guest speaker was Ted Mathews of Toronto, Ont., who said that quality is the fisherman's last bulwark of defense; that quality must be maintained throughout every link in the chain of distribution right down to the consumer. He concluded by advising fishermen to be more careful in their fish dressing.

Florida Sponge Industry Returning to Normal

The sponge industry is making substantial strides toward normal conditions again, Louis Smitzes of the Sponge Exchange reports. The late '30s, when sales were moving along at the \$1,000,000 per year rate, and sponges were plentiful, were cited as normal years.

The abnormal years, Smitzes said, were during the wartime boom when sales at Tarpon Springs soared to \$3,000,000 per year, and the postwar years when the sales plummeted to less than \$100,000.

Speaking before the Clearwater Lions Club last month, Nick Cretkos, a leader in the industry, announced that the sponge business is progressing along the comeback trail. Cretkos said the hooking boats are operating in new beds off Honeymoon Isle and Tarpon Springs, and



Orbie Anderson's fishing tug "Audrey Jane" of Sister Bay, Wisconsin.

that larger supplies of sponges are flowing from the Gulf beds into the Tarpon Springs Sponge Exchange.

More than 20 sponge fishing boats are operating out of Tarpon Springs, five of them diving boats and the remainder hookers. During the war-time boom years over 100 boats were harvesting sponges.

Smitzes said rejuvenated sponge beds in the Gulf are able to supply the normal demands of factories for sponges. For several years the beds were so depleted that prices were too high for Florida sponges, and factories had to use European sponges.

Grouper a Leading Variety

Grouper is Florida's third largest commercial fish catch, although at times it is hard to find in local markets, probably due to the fact that large quantities go to Northern cities. The 1951 landings report, prepared for the Florida Board of Conservation by the Marine Laboratory of the University of Miami, shows that Florida contributed 6,879,600 lbs. of grouper to the nation's food supply last year.

Grouper was exceeded by mullet, of which Florida produced nearly 30 million lbs. In second place was Spanish mackerel, with 8,287,400 lbs.; and fourth was red snapper, with 4,809,900. Spotted sea trout was fifth, with 4,161,300 lbs.

In all, Florida produced 52 varieties of food fish for the commercial market, and a total of 72,322,900 lbs. That figure does not include shellfish which add another 50,439,500 to the edible total; and non-food fish, which weighed a total of 76,467,500, to bring the grand total of Florida's fishing activities to 199,229,900 lbs.

However, the most numerous fish in the Atlantic Ocean, the menhaden, continues to supply Florida's biggest catch, and probably, income from any one seafood source. These fish, taken by the millions, totalled 74,872,500 lbs. last year, and went into the market on a restricted scale as bait, and on a gigantic national scale as oil and fertilizer.

Scallop Season at Peak

The peak of the Summer Pine Island scallop season is currently keeping 150 persons busy dragging the sound bottoms or working in such packing houses as Piner's Seafoods at Pine Island Bridge.

The druggers start at dawn using power launches to pull their special net and scoop rigs along the sound bottoms. They average about 900 lbs., including the shell. The market price ranges from two to four cents a pound at the dock.

Named Executive Secretary Fisheries Assoc.

James E. Connor has been named executive secretary of the new Southeastern Fisheries Association, and will open an office at Inverness. The Association was formed by shrimp and fish producers, dealers, processors and allied interests to promote the seafood industry. At the Jacksonville organization meeting, the State of Florida was subdivided into 12 areas, each to form its own regional set-up and elect a director.

The Seventh Regional Division of the Association met early in July at Tampa. This Division consists of Manatee, Hillsborough, Pinellas and Pasco Counties. The members elected Buster Mirabella of Tampa as regional director; C. C. Rice of St. Petersburg, treasurer; and John H. Rosenberg of Tampa, secretary.

No Control Over Ocean Fish in Fresh Water

As the result of a petition proposing to establish the salt-water fishing limit on the Little Manatee River near the junction of the River and Curiosity Creek, the State Game and Fresh Water Fish Commission was advised on August 1 that it has no jurisdiction over salt-water fish that may be found in Florida's fresh waters.

In answer to a request by Commission Director Ben L. McLaughlin, Atty. Gen. Richard Ervin said he was unable to find any subsequent action by the Legislature that confers on the Commission any jurisdiction over salt-water fish.



The new 40' shellfish survey boat "Louis Pasteur", completed recently by Dunn's Marine Railway, Inc., West Norfolk, Va.

Virginia Has New Vessel For Shellfish Surveys

The 40' twin-screw shellfish survey boat *Louis Pasteur*, named after the world-famous bacteriologist and built for the Virginia Department of Health by Dunn's Marine Railway, Inc., of West Norfolk, was delivered the latter part of June by President John Hughes Curtis of the yard to Dr. Mack I. Shanholz, State Health Commissioner. The delivery ceremony was attended by a large party of Health Department officials who were given a harbor acceptance trip on the new boat.

The craft was built for the State for use of the bacteriologists in studies of water over oyster growing beds and for bacteriological examinations of shellfish. She has a complete laboratory, considered to be one of the finest in this country, for processing samples and making cultures while underway. The incubator is electrically-heated and the stoves are fed by bottled gas. The sinks and drainboards are of stainless steel.

The *Louis Pasteur* will replace the *Commonwealth*, the old survey vessel. Designed by Coast Engineering Co., Norfolk, the *Pasteur* is primarily a workboat, with a flush deck, and two cabins with enclosed bridge. The hull is a "V" bottom type, with 11½' beam and 3' 3" draft, and the boat is powered by two Chrysler 115 hp. engines with hydraulic controls and 2:1 reduction gears. On trial runs, an average speed of 18.4 statute mph. was obtained. M. A. Hall is captain of the new vessel.

Expect Good Season for Trout and Spot

Pound fishermen are expecting a good season for trout and Norfolk spot. Already Tangier Sound is swarming with these fish. On Great Rock, sport fishermen are catching from 150 to 175 yellow-fin trout a day to the angler, and on California Rock, they are capturing from 200 to 250 large Norfolk spot to the man. Besides this, potters are catching a good many spot and trout in their pots.

By the middle of July crabbing began to get better in Tangier waters. Prices for peeler crabs went up to 5¢ and a good run of crabs began to appear in the creeks and coves. Both potters and peeler catchers were making from \$30 to \$50 a day last month.

Hampton Roads Area Landings

The 770,000-pound Hampton Roads area fish catch in July showed a slight drop as compared to the previous month, but was about 60,000 lbs. more than the July, 1951 haul. Almost 700,000 lbs. of fish were taken from pound nets, with croaker, at 322,500 lbs., being the leading species caught by this type of gear. The 162,400-pound spot catch took second position.



Clamming on Barnegat Bay is the job of the 58' "Imelda Campbell", owned by James R. Hensler of Newark, N. J. The craft, which was rebuilt in 1947, was originally constructed in 1908 and used as an oyster schooner out of Dorchester, N. J. She has a 225 hp. Gray Diesel with Hyde propeller which turns through 3:1 reduction gear.

New Jersey Boats Making Heavy Tuna Catches

The week of July 13 was tuna week in Long Beach Island waters. All the Beach Haven boats made excellent catches of these fish, which weighed up to 35 pounds apiece. The best grounds were located two or three hours directly offshore.

July 16 was the biggest day of the week, with the *Henrietta*, Capt. Henry Schoenberg, arriving with 52 tuna, ranging in weight from 6 to 30 pounds. The Beach Haven Yacht Club's entire fleet was out that day getting from 19 to 30 tuna apiece.

At the same time, the bottom fishing boats were getting huge numbers of sea bass and porgies, with some flounders and small mackerel thrown in for good measure.

Want Net-Drying Ban Repealed

Sea Isle City's commercial fishermen, whose drying of nets annoys some residents of the resort, appealed to the City Commissioners last month to repeal an ordinance banning the spreading of the nets to dry.

Mayor William A. Haffert recommended that a committee of the fishermen meet with their attorney, a committee of the Sea Isle City Planning Board, the Commissioners and the City Solicitor to iron out the matter.

The problem was brought to light at the last meeting of the City Commission when Samuel M. Garfinkle of Wildwood, attorney for the fishermen, asked the Commissioners to repeal the ordinance.

Seek Federal Aid for Dredging Project

An all-out effort will be made to secure Federal aid for the permanent upkeep of Hereford Inlet in the Anglesea section of North Wildwood, it was decided following a meeting of local, State and Federal Government representatives and businessmen from the inlet area recently.

Federal aid is being sought to maintain the inlet, as it is in danger of being closed to navigation. For the past three years, the inlet has been kept navigable through the efforts of the State, which has approved dredging contracts as an aid to fishermen using the channel. This aid will not be available in the future, it was reported by State Senator Anthony J. Cafiero.

Conducts Oyster Ground Tour

Dr. Thurlow C. Nelson, professor of zoology at Rutgers University and biologist for the N. J. Division of Shell Fisheries, conducted the Cape May Geographic Society on a visit to the Delaware Bay oyster grounds at Pierce's Point last month.

Connecticut Draggers Make Fine Catches During July

July was a bumper month for the Connecticut draggers working out of Stonington. Good weather and a heavy run of scup, steady quantities of blackbacks, and a few fine catches of butterfish brought landings close to three-quarters of a million pounds.

Twenty-eight boats hauled for a total of 739,200 lbs. The best day of the month was July 27 when 52,000 lbs. of scup, 41,600 lbs. of butterfish and 13,800 lbs. of blackback flounder made up the bulk of a 112,900-lb. catch.

Oysters Reach Half-Spawned Point

Only approximately 30 percent of the oysters examined by the Milford Fish & Wildlife Service laboratory early in August were less than half spawned, i.e., carriers of large quantities of spawning material, and considerably more than 50 percent of the oysters were already more than half spawned. Thus, the half-spawned point of the oyster population of Long Island Sound was reached somewhat earlier this year than the average date for this event, August 8.

The first wave of oyster setting has ended. Between July 28-31 only seven spat were recorded on 20 shells at Station 5, while all the other stations showed blank shells. During the following period, between July 31 and August 4, no set whatsoever was recorded at any of the stations.

Extensive examination of loose shells dredged from the bottom in the general areas where the laboratory's collectors are located showed that most of the early set that took place during July has disappeared indicating, therefore, that the first wave of setting has resulted almost in failure, as far as the industry is concerned. Setting of starfish continues and remains quite heavy. Again, as during the preceding periods, the Bridgeport section continues to lead in the number of starfish set. Fortunately, recently set starfish also are disappearing rapidly.

Drill egg cases with some embryos already discharged are being encountered more frequently as the season progresses. Several recently set oyster spat already have been found drilled by young drills.

Setting of *Crepidula* (quarter-decks) and *Anomia* (jingle shells) has been considerably less intense so far than in previous years.

Electronic Equipment Installed

A Bendix DR-10 depth recorder and an Apelco 10-watt radiotelephone have been installed in the *Alice and Nellie*, owned and skippered by Capt. William Rose of Point Judith. The work was done by York Marine Radio of Stonington.

York also installed a 10-watt Ray Jefferson ship-to-shore phone in Capt. Joseph Busca's *Isabelle II* out of New London; an Apelco 10-watt phone in the *Yankee*, owned and captained by Martin Hord of Point Judith; a 10-watt Hudson American radiotelephone in Jack Wilbur's *Star*, out of Noank; and a 10-watt Ray Jefferson phone in the *Poseidon*, owned by Joseph Wilk of Niantic.

Bluefin Tuna Sighted

Capt. John Roderick of the Stonington dragger *Betty Boop* brought in the first report of sighting bluefin tuna in the Rosie's Reef area of Block Island Sound near the end of July. He spotted three of the sea giants breaking the surface while he was making a drag in the vicinity.

None of the big fish have been snared in the nets yet. Last year not a single tuna came into Stonington in contrast with 1950 when the draggers and the sport fishermen brought in 32 of the giants.

Capt. Roderick's report augurs well for the 1952 Atlantic Tuna Tournament taking place out of New London August 26, 27, and 28.



Capt. George Adams of Provincetown, Mass., and his 43' dragger "Victoria". The craft was built in 1944 and is powered by a General Motors 6-cylinder Diesel with hydraulic reverse gear.

New Bedford Association Wants Nantucket Lightship Relocated

Relocation of the Nantucket Shoals Lightship has been suggested by the Seafood Producers Assoc. John F. Linehan, general manager of the boat owners group, in a proposal to the Coast Guard authorities in Boston, asked for the relocating of the lightship approximately 15 miles west of its present location 10 miles southwest of the shoal area.

It is proposed that a buoy be located on the southern tip of the southernmost shoal, approximately 35 miles south of the island. Vessels sailing from New Bedford would travel on a course between the lightship and the new buoy, passing southward of the shoals. This would remedy sea passage over the shoal area, the region in which many local fishing vessels, including the *Anna C. Perry*, have been lost, boat owners believe.

Resume Fishing After Strike

New Bedford and Fairhaven waterfronts were regaining a near-normal appearance on July 5 as many of the vessels of the local fleet sailed on fishing trips for the first time since June 13. The mass exodus of boats from the port followed the conclusion of the 21-day fishermen's strike. It was estimated that 75 vessels left for the fishing banks on the 5th.

On July 10 approximately 100,000 lbs. of fish and 2,000 gallons of scallops were landed at New Bedford by six draggers and three scallopers in the largest haul since the strike began.

Despite the three-week tie-up a total of 7,126,400 lbs. of fish with a valuation of \$910,600 was landed during June.

"New Dawn" Joins Fleet

The 78-ft. scalloper *New Dawn*, recently purchased by Pal-Roy, Inc. of New Bedford, has joined the local fleet after a complete overhaul. She has been fishing out of New York for the past ten years. Harold Pallatroni and Archie Royce of New Bedford, owners, have two other scallopers, the *B & E* and the *3 & 1 & 1*. Capt. Joshua Murphy is skipper of the *New Dawn*.

Engine, Radiotelephones Installed

The *Angeline*, a Western type dragger, owned by Archie Royce and Sam Dexter of New Bedford, has been re-powered with a 110 hp. General Motors engine, at D. N. Kelley & Son, Fairhaven.

Twenty-five watt Apelco radiotelephones have been installed on the *Empress*, a New Bedford scalloper owned

by George Thompson, and the Provincetown dragger *Jimmy Boy*, owned and captained by Frank Roderick.

Seeks Exoneration in Vessel Loss

Catherine T. Flanagan, owner of the ill-fated fishing vessel *Anna C. Perry*, has filed a petition in Federal Court for exoneration from or limitation of liability in connection with the loss of the vessel.

Attorney Joseph F. Dolan of Boston, who appeared for the owner of the vessel, asserted the loss of the *Anna C. Perry* was not due to any negligence on the part of the owner.

Provincetown Dragger Nets "Live" Depth Charge

A "live" 600-pound depth charge brought up in the net of the Provincetown scallop dragger *Shirley & Roland* 10 miles off Provincetown on July 20, was brought to Gloucester aboard the Coast Guard patrol boat *General Greene* after the anti-submarine weapon had been put out of commission.

The Coast Guard was notified by radio from the *Shirley & Roland* that the explosive find was aboard. The *General Greene*, standing by at Provincetown, went to the dragger about six miles off Peaked Hill bar buoy, carrying Gunner's Mate R. L. O'Brien of Hingham, who was ferried out from Gurnet Point Lifeboat Station.

The bomb was rusty, and had been in the water seven or eight years, it was estimated. It was set for 200 feet. It was believed that it may not have gone down deep enough to go off.

Sea Scallop Shipment

Approximately 5,500 pounds of sea scallops were shipped to market from Provincetown on July 21. About 4,000 pounds were landed on the 18th and the remainder on the 19th. One of the heaviest catches consisted of nearly 3,000 pounds landed by the *Cap'n Bill*, Capt. Edgar Francis, Jr.

Four large tuna were landed at Monument Dock on the 21st, including one brought in by Capt. Ulysses Simmons, weighing more than 500 pounds. The other three, which were nearly as large, were landed by Capt. John Fields.

Nine Tuna Landed from One Trap

Nine tuna fish were taken on July 26 from a single trap of the Pond Village Cold Storage Co., by the boat *Hope D.*, Capt. Joseph Nunes. The smallest of the fish, all of which were landed at Cape Cod Fisheries, Monument Dock, was 190 pounds. The others averaged 400 pounds each dressed.



The 38' fishing boat "Gloria June", owned by Raymond Walker of Orange Beach, Ala.

Louisiana Puts Uniform License Fees in Effect

Non-resident shrimping and fishing vessels may operate in Louisiana waters for the same license fee as resident vessels under a law enacted by the Legislature this year, which became effective at midnight July 30.

The law provides that these non-resident vessels shall be subject to the same penalties for violations as resident vessels and that any such vessel operating without the proper license shall be barred from Louisiana waters for two years.

Non-resident shrimpers and fishermen must submit reports and pay taxes in the same manner as residents, and the severance tax on shrimp shall be the same on non-residents as residents, the law provides.

License fees shall be \$5 for vessels up to 45 ft. in length and \$10 for vessels over that length. Menhaden vessels must pay \$50 for a license and \$50 for each seine over 1000 ft. long.

Protest Order Banning Grand Isle Seining

Wildlife Commissioner Clements' order to close fishing off the beach side of Grand Isle to seine fishermen brought protests from members of the Jefferson Parish Fishermen's Assoc. Commercial fishermen who have used these waters for years insist that there are more fish there now than at any other time before.

A meeting was held at the home of the president of the Association, and the fishermen resolved to send a notice to Commissioner Clements asking him to reconsider the order and to call their State Representative James Bee-son, chairman of the Fish and Oyster Committee, to tell him of their views.

Trawler Launched on New Ways

The *Vagabond*, 73-ft. trawler constructed for Bill Shepherd and Harold Webster of Aransas Pass, Texas, was scheduled to go overboard last month at Conrad Industries, Morgan City. It was the first of the Conrad-built trawlers to be eased off the new set of concrete launching ways just finished at the shipyard. Heretofore these boats were skidded off wooden ways into the basin. Now the underwater fittings can all be added to a trawler before it is launched as the boat can be moved from under the construction shed slowly and steadily on the concrete slab ways out into the basin.

About the middle of this month Alvah Galloway's latest addition to his fleet of boats—the *Miss Voncille*—is expected to be ready for launching. It is a 68-footer. Also under construction is a 73-footer, for Marion Duzich of Aransas Pass, and a 68-footer for Wilson Authement.

Johanson Heads Shrimp Producers

The quarterly meeting of the Gulf Coast Shrimp Producers Assoc. was held on July 2, and Jack Johanson was

elected president; Nolton Bailey was re-elected vice-president; and Dewey Wilson, secretary-treasurer.

The Board of Directors will comprise Robert Wiggins, Marion Williams, Harold King, Nick Protich, Maxime Thibodaux, Wardell Thibodaux, Rudolph Bailey, Lief Hansen and Norman Rock. Harold King was chosen chairman of the board.

Johanson will succeed Ed Marquis, retired shrimp boat captain who as president has managed the affairs of the union since the resignation last year of P. A. LeBlanc. LeBlanc held office from 1936 until 1950. Johanson is at present a crew member of the shrimp trawler *Southern Belle*.

Dates for Morgan City Fleet Blessing

The Louisiana Shrimp Festival and Fair Ass'n., Inc., has announced that the 1952 Festival and Blessing of the Fleet will be held September 6th and 7th at Morgan City, La. A 16-ft. scale model of the shrimp trawler *Spirit of Morgan City* has been made of marine plywood by Louis Summerton to take part in various parades and festivals. In a panel on the side of the vessel will be "Welcome to the Shrimp Festival, September 6-7".

Shrimp Prices Raised

Effective July 1 the price paid by dealers at Morgan City to the producers of shrimp increased \$2.50 per barrel.

Shrimp catches now bring: for white shrimp, \$62.50 per barrel for 15-20 count; \$57.50 for 21-25 count; \$50.00 for 26-30 count; \$35.00 for 31-35 count and \$27.50 for 36-42 count.

Brown or pink shrimp bring \$60.00 per barrel for 15-20 count; \$55.00 for 21-25 count; \$47.00 for 26-30 count and \$37.00 for 31-42 count.

Booth Buys General Seafoods Mexican Div.

Booth Fisheries and General Foods jointly announce the purchase and sale of the Mexican Shrimp Division of General Seafoods, Inc. of Louisiana.

Booth Fisheries through this purchase acquires the stock ownership of General Seafoods de Mexico, S.A. de C.V. Booth also purchased the *Whirlaway* from General Seafoods, Inc., a refrigerated freighter which transports shrimp from Mexico to the United States. The trademark Davy Jones goes to Booth.

General Seafoods, Inc. will continue to operate its shrimp business in the United States.

Oyster Assoc. Holds Election of Officers

Baldo V. Pausina has been elected president of the Louisiana Oyster Dealers and Growers Association, Inc. of New Orleans. Other officers elected were Joseph M. Jurusich, vice-president; Glenn E. Martina, secretary and James Kambur, treasurer, all of New Orleans. Elected to the board of directors were August Petrie, Cut Off; Bertoul Cheramie, Houma; Leon J. Cognevich, Buras; Leopold B. Talianich, Triumph; and Earl Hedrich, New Orleans.

Cooperative Has Record Production

Twin City Fishermen's Cooperative Assoc., Inc. had a busy week the middle of last month. It packed 97,800 lbs. of shrimp in three days. Manager Jack Lewis reported that packing that many pounds of shrimp in so short a period of time was something of a record for the firm.

The shrimp were caught on Gulf fishing grounds near Morgan City. They were packed by the cooperative in 5-pound packages, frozen at the Morgan City Freezer, and sold to markets in the East and Midwest.

New Shrimp Season Opens

The new shrimping season opened August 11, and Westwego fishermen have been busy readying their boats. The traditional blessing of the shrimp fleet was to be held August 3.

Leads in Crayfish Production

Ninety percent of the United States' entire crop of edible crayfish is taken in Louisiana waters. A few crayfish are caught for food in Arkansas and the river districts

of Western Mississippi, but almost all of the crop comes from Louisiana.

Much of the commercial catch is used in restaurants in New Orleans, and other Louisiana cities, but a great deal is shipped to distant markets. Crayfishing for three or four months of the year, depending of course on the weather, provides a fairly good living for many South Louisianans.

There are two species of edible crayfish in Louisiana, the more common red swamp crayfish and the large, whitish river crayfish.

Supply Shrimp for Jaycee Convention

Three Morgan City shrimp companies—Riverside Seafoods, Twin City Co-Op, and Deep South Seafoods, cooperated with the Berwick Jaycees in supplying shrimp for the giant Louisiana Shrimp Party at the National Jaycee Convention held recently in Dallas.

Texas to Have New Harbor For Shrimpers at Brownsville

Brownsville, trying to maintain its position as the shrimp capital of the nation, is going to build a half-million-dollar shrimp boat harbor with its own money—Federal funds being slow in coming.

The harbor will be larger than the turning basin of the Port of Brownsville and will be located on the North bank of the ship channel about 4.24 miles from the port. The basin will be 1,500 by 1,200 ft. with a depth of 15 ft. It will provide facilities for four times the present capacity of the port.

Port Director Fritz Hofmokel says that he expects the banks of the new harbor to become lined with fish houses, ice houses, quick freezers, cold storage and packing plants. Some are already located at the main port. Allied industries such as net shops, repair shops and ships chandlers also are expected to be attracted to the new site, some already having made arrangements to locate there. The Coast Guard cutter which patrols the fishing grounds will be allowed to berth in the new basin.

Shrimping tonnage at the Port of Brownsville has grown from 895,786 lbs. in 1947, the first full year of operation, to 12,116,779 lbs. in 1951. The shrimp industry does more than \$7,000,000 worth of business annually at Brownsville.

Trawler "Victory" Sunk

The shrimp trawler *Victory* of the fleet of Herndon Marine Products, Inc., was run down and sunk July 16 in the Corpus Christi ship channel off Ingleside by the 10,000-ton tanker *Petersburg*.

The accident occurred as the vessels were heading for Corpus Christi. The shrimper sank almost immediately, trapping Herman Sneed, deckhand, in the wreckage before he could escape. Norman Van Ness, master of the *Victory* was picked up by the tanker.

The trawler's hull was crushed and the keel broken. She was pronounced a total loss, and the wreckage was towed to shallow water out of the narrow channel of the Port Aransas-Corpus Christi waterway property.



The "Astrid", 42' fishing boat owned by Clinton Picou of Chauvin, La.

June Landings Show Big Increase

Landings of fishery products at Texas ports during June totalled 21,803,500 lbs., compared with 5,109,500 lbs. during the same month in 1951. This represents an increase of 16,694,000 lbs. compared with the landings of June, 1951. Increased landings of menhaden were responsible for the larger receipts during the month.

Total landings of fish and shellfish for the ten-month period ending with June, 1952 were 88,396,100 lbs., an increase of 66 percent compared with landings during the same period in 1950-1951.

Crews from Sunken Trawlers Landed

The shrimp trawler *Salvo* arrived at Brownsville on July 19 with four members of the crew of the trawler *Emma* which burned and sank off the Campeche Banks several days earlier. The crewmen were rescued from a raft in the Gulf. The men were uninjured, but were suffering from exposure.

Two survivors of a sunken Houston shrimp boat arrived home last month following their rescue from the Gulf of Mexico, where they drifted 12 hours on a GI life raft.

J. L. Taylor and Daniel F. Cronin were picked up by the fishing vessel *M. Gossman*, after their 104-ft. converted aircraft rescue boat *Roanoke* sank. The *Roanoke* had just been fitted out for fishing and was enroute to Brownsville to pick up nets and communications equipment.

Studies on Shrimp Storage

Results of comprehensive studies on Gulf shrimp are being published by the University of Texas in Austin. L. L. Campbell and O. B. Williams have taken samples from the deck immediately after they were emptied from the trawl and have headed and washed them in sea water and then stored them in crushed ice in containers with hardware-cloth bottoms to assure drainage of water from melting ice. Under these conditions, their bacteriological, chemical and taste-evaluation studies indicated that 16 days are about the limit of holding time, while storage up to a 12-day limit is more desirable.

Presumably, as a result of the washing action of the melting ice, bacterial counts were lower up to 8 days than at the beginning, but after 12 and 16 days, those bacterial species that grow well at fairly low temperature had increased beyond the original counts. Cooked samples were tested and it was observed that flavor had not changed seriously, but there was a detectable difference between 8 and 12 or 16 days. For comparison, samples were packed in glass jars with crushed ice and also with dry ice and were found unsatisfactory.



The 44' fishing boat "Nora Bee", owned by Harry Robichaux of Chauvin, La.

Maine Sardine Pack Already As Large as Last Season's

The Spring and early Summer run of sardines appears about over, with prospect for relatively light packing until the later schools of fish show up. The pack through the middle of July topped 1,500,000 cases, not much less than the entire Maine production last year. The June output of better than 1,000,000 cases set an all-time record for that month. Reduced prices are pushing distribution, with buyers encouraged by the fine quality of the bumper run.

Sales of the 1952 pack of Maine sardines will be backed up by a half million dollar advertising, merchandising and promotion campaign. The industry's executive secretary, Richard E. Reed, said recently that this sum had been budgeted and approved by his Advisory Committee to cover the activities over the next 10 months.



Capt. Levi E. Hupper of Port Clyde, Me. and his 48' "Marie H.", which is used for lobstering, seining and dragging. Hupper built the boat himself in 1946 and powered her with a 4-cylinder General Motors Diesel.

A diversified advertising schedule using newspapers, radio spots, national magazines and trade publications on a nationwide basis has been prepared and will swing into action shortly. Reed said that prevailing low prices, versatility and the exceptional nutritive and health values of Maine sardines would be featured in the advertising copy. Retail prices of Maine sardines have decreased from 25 to 35% since May.

Boothbay Harbor Ocean Perch Landings Up

A fleet of 25 druggers, including 13 whiting boats and 12 ocean perch boats, landed approximately 1,300,000 lbs. of fish at Boothbay Freezer during June.

Ocean perch landed totaled 434,950 lbs., compared with 150,000 lbs. in June, 1951, a gain of nearly 200%. Round whiting landed in June totaled 350,000 lbs., compared with 750,000 lbs. in June, 1951. Dressed whiting production totaled 517,000 lbs., while in 1951 the amount of dressed whiting brought in was 400,000 lbs.

Burned in Lobster Smack Explosion

A bilge explosion of gasoline fumes sent a two-man crew and a passenger of the 45' McLoon lobster smack *Billy-Mac* of Rockland to Knox Hospital last month with severe burns. Aboard were Capt. Ardie Johnson, Alden Post and Kenneth Dow, all of Rockland. Dow is an employee of the McLoon oil division, while the other two are lobster plant and boat men. Damage to the *Billy-Mac* was largely confined to the cabin and engine room.

Fillet Plant Strike Settled

Workers at the Birdseye fillet plant of General Foods went back to work July 18 under an interim agreement which will be in force until such time as a full contract between company and labor is completed.

The two-day strike halted when workers and company agreed to a seven and one-half cent an hour increase in worker's wages across the board in the plant which employs approximately 175 persons.

Five cents will be paid, retroactive to May 15. The payment of the additional two and one half cents waits approval of the Wage Stabilization Board.

"Breaker" Is Rockland Highliner for June

A total of 9,233,700 lbs. of fish was unloaded at Rockland during the month of June, including all landings except those at O'Hara's. Of this total, 6,378,500 lbs. were herring for the three Rockland plants.

High boat of the fleet was the *Breaker*, with 391,500 lbs., followed by the *Breeze*, 383,800; and *Flow*, 257,800.

New Book on Fisheries Published

A new book called "Fishery Science", written by Dr. W. Harry Everhart of the University of Maine, and Dr. George A. Rounsefell, senior biologist for the Fish & Wildlife Service, will soon be circulated by the publishers.

The new book is the first to approach fishery science with the general philosophy that fresh water and marine fisheries management are essentially the same with no special refinements necessary in developing and using methods for one or the other.

In the past there has been no textbook available to the college instructor in fisheries. The new book will present the first opportunity for students to study material under one cover that was formerly assigned in various journals and in papers scattered throughout literature.

Two New Vessels Launched

A midnight launching was held at the Morse Boatbuilding Co., Thomaston, on July 7, when the 103' dragger *Nautilus* slid down the ways. She is owned by John Dallett of New York City, and will be powered by a 300 hp. Union Diesel.

Newbert & Wallace, Thomaston, launched the 86' fish boat *Kennebec* for Maine Marine Products Corp., Portland, on July 21. She has a Model 2505, 320 hp. Buda Diesel, and will be skippered by Capt. Robert Perry.

Maryland Laboratory Studying Chincoteague, Sinepuxent Bays

The Chesapeake Biological Laboratory has set up a new project to investigate nature's mysterious processes in Chincoteague and Sinepuxent Bays. Since recorded history the Atlantic has broken through the sandy island barrier every few decades and changed the fish life of the bays. When the hurricane of 1933 crashed through near Ocean City and opened the present channel, fish life was changed not only in Sinepuxent and Chincoteague but in far northern Assawoman Bay.

Clams are back in great numbers in the whole stretch of water from Delaware to Virginia. And big cowmouthed "bullfish" now swarm from the ocean into the bays. Their teeth are shell grinders; a school of them can chew up bushels of oysters in a night.

Chincoteague Bay produces fine salt-water oysters, but the predators cut down the output considerably. Oyster farmers have a way of fencing in their oyster beds to keep out the bullfish. They take ordinary house shingles and paint them white. Then they attach a brick to one end of each shingle, stand them up in rows, about a foot apart, around their oyster beds—like a white-picket fence. The bullfish, which are really big skates, are afraid to pass the fence. (Continued top of next page)

But the screw borers are not so easy to deal with. In the Maryland section of Chincoteague, oyster farmers run from them, by planting their oysters in different beds every year or so. But in the Virginia end of Chincoteague they fill wire baskets with young oysters and lower them over the beds. Called "borer traps", they are tied to a single line. Every few days a waterman goes out, pulls up the traps one by one, and shakes the borers from the oysters.

Fred Sieling and his colleagues at the laboratory under the direction of Dr. R. V. Truitt, have lately been working on the theory that there are various races of oysters, which thrive or fail in specific environments. For example, oysters which grow readily in the comparatively brackish water of the upper Chesapeake are not apt to prosper in the highly saline water of Chincoteague.

And oysters taken from Chincoteague and planted in the northern Chesapeake usually do well for the first year only. On the other hand, oysters transplanted from the Honga River and Tangier Sound into Chincoteague do very well.

Miles River Crabbers Busy

About 100 watermen from St. Michaels are out on the Miles River this year fishing for crabs. Most of the crabbers are older men, men who have come along with the crabbing industry since it started in St. Michaels about 63 years ago.

One of the first men to go crabbing for meat to be shipped out from St. Michaels was Jerry Seymour who, at 77, is still doing it. Mr. Seymour first caught crabs for George R. Caulk, the original crab-meat packer in St. Michaels and one of the first on the Eastern Shore. At that time, he sold the crabs for 50¢ a barrel and made \$2.50 a week. Now he can catch \$30 worth of crabs a morning, when the catching is good.

Jerry's brother John is another of the original and contemporary watermen of St. Michaels. Now 72, John has been on the water for 62 years. The dean of the watermen, however, is Joseph E. Mansfield, who at 88 still keeps up with the youngest of them.

Named to Post on Fisheries Commission

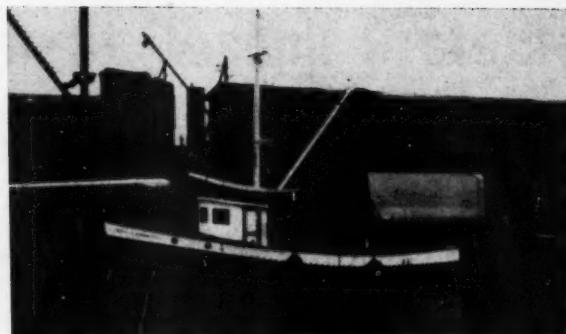
Fred P. Glose of Baltimore was appointed to the Tide-water Fisheries Commission last month by Gov. Mc-Keldin. Mr. Glose fills a vacancy which has existed on the three-member commission for fourteen months. His appointment is subject to confirmation by the State Senate when it meets next year.

Rhode Island Bans Shellfishing In the Kickemuit River

The State Division of Fish & Game has banned shellfishing in the major portion of the Kickemuit River in an effort to bring to maturity a bumper crop of soft-shell clams. The order seals off a section of the river measuring more than 1000 yards in width and over 2400 yards in length. Taking of shellfish of any kind is banned, although the order is designed specifically to protect a heavy set of undersize soft-shell clams. According to Fish & Game Administrator Edward C. Hayes, Jr., from 40 to 50% of the Kickemuit clams measure an inch in diameter or less.

Reports on Quahog Survey

The Narragansett Marine Laboratory has reported to the State Division of Fish & Game that certain quahog areas in Narragansett Bay, felt by fishermen to be near depletion, actually are adequately stocked with shellfish. Earlier this year, fishermen told the Division the hard clams were disappearing in certain sections of the bay and suggested that large stocks growing now in polluted waters could be moved to replenish the beds.



The 52' x 14 1/2' x 8' dropper "Mary & Jeanette", owned by Stephen Fougere of Newport, R. I. She is finished with Woolsey paint, and her equipment includes 115 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear, Hyde propeller, Plymouth rope, Linen Thread Co. Gold Medal nets, Kaar direction finder and Wickwire wire rope.

In a report made public recently, Dr. David M. Pratt, marine biologist, disclosed that the only apparent cause for a decline in production is the fishing intensity. He said that if given a chance, these areas can be expected to restock themselves from the existing parent stock. Dr. Pratt described Potters Cove at Prudence Island as showing a quahog population density at least twice as great as the average for Narragansett Bay as a whole.

After examining another suggested test section, the Potowomut shore at the junction of Greenwich and Narragansett Bays, it was decided the area was too exposed to currents to be worth restocking.

Flounder Check Started

Crews of two state departments started on July 8 to investigate conditions at Trustom Pond, South Kingstown, where the wholesale destruction of valuable winter flounder had been reported because the sea breachway to their spawning ground has been plugged by sand. Edward C. Hayes, Jr., administrator of the Div. of Fish & Game, said a crew would make test hauls with two types of seines to determine the number of fish trapped in the pond.

The Division's future course will depend upon what the test seining shows. If few fish are netted, there will be little point in attempting to seine the pond thoroughly and transfer the fish to the sea.

Lobsters Plentiful, but Clams Scarce

Native lobsters have been plentiful this season, with peak catches having been brought in recently. However, there is a scarcity of clams.

Antone Sousa, Warren shellfish dealer, cited several possible reasons for scanty clam harvests, including the unusually hot weather and the lack of an effective conservation program.

Fishermen Warned by Navy

The Newport Naval Base early last month issued a warning to fishermen and small boatmen not to land at Sachuest Point in Middletown while the Navy's firing range there is in use as indicated by red flags.

Record-Breaking Turtle Landed

Two Rhode Islanders can lay claim to having caught the largest sea turtle ever recorded. The creature was landed by William T. Tucker of Point Judith and Everett Webster of Peace Dale, who caught the 79 1/2-inch-long turtle on what started out as a swordfishing trip on Tucker's 28-ft. fishing dragger *Edna B.*

The turtle measured 64 1/2 inches from the front end of the shell to the rear. Width of the shell was 46% inches. The weight was about 1750 pounds, which according to the Harvard Biological Laboratory sets a new record, since the previous record-holder registered a mere 1600 pounds.

First Lieutenant Henry A. Commiskey, USMC Medal of Honor



Peace is for the strong! For peace and prosperity save with U.S. Defense Bonds!



The U.S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.

ONE SEPTEMBER DAY, near Yon-dungp'o, Korea, Lieutenant Commiskey's platoon was assaulting a vital position called Hill 85. Suddenly it hit a field of fire from a Red machine gun. The important attack stopped cold. Alone, and armed with only a .45 calibre pistol, Lieutenant Commiskey jumped to his feet, rushed the gun. He dispatched its five-man crew, then reloaded, and cleaned out another foxhole. Inspired by his daring, his platoon cleared and captured the hill.



Lieutenant Commiskey says:

"After all, only a limited number of Americans need serve in uniform. But, thank God there are millions more who are proving their devotion in another vitally important way. *People like you*, whose successful 50-billion-dollar investment in U.S. Defense Bonds helps make America so strong no Commie can crack us from within! *That counts plenty!*

"Our bullets alone can't keep you and your family peacefully secure. But our bullets—and your Bonds—do!"

* * *

Now E Bonds earn more! 1) All Series E Bonds bought after May 1, 1952 average 3% interest, compounded semiannually! Interest now starts after 6 months and is higher in the early years. 2) All maturing E Bonds automatically go on earning after maturity—and at the new higher interest! Today, start investing in better-paying United States Series E Defense Bonds through the Payroll Savings Plan where you work!

North Carolina Plans More Oyster Planting

The State Board of Conservation and Development gave unqualified approval recently to the Commercial Fisheries Committee's proposal to undertake a complete oyster planting program. The cost has been estimated at \$25,000 the first year, \$15,000 the second year and each year thereafter, plus \$6,000 annually for a statistician-market-ing assistant.

The Board also approved the budget for operation of the Commercial Fisheries Division for the next biennium.

Both the budget and the semi-annual report on the Fisheries Division were presented by C. D. Kirkpatrick, Commercial Fisheries Commissioner.

Kirkpatrick's statements on the oyster planting program follow: "We were able to get 7,800 bushel tubs of seed oysters planted this Spring in Brunswick County. The cost was 33 1/3¢ per bushel tub for gathering, planting and supervision. So far this season we have only gotten 39,185 bushel tubs of shells planted for the price specified by law that we can pay for this work. Due to these conditions, it would appear that we will be forced to get equipment to plant our shells."

Shellfish catches for first six months 1952 were reported as follows: oysters (tubs) 96,150; shrimp (pounds) 1,219,300; clams (bushels) 76,000; soft crabs (dozen) 14,300; hard crabs (barrels) 11,400; scallops, 26,800.

Shrimpers Make Good Catches

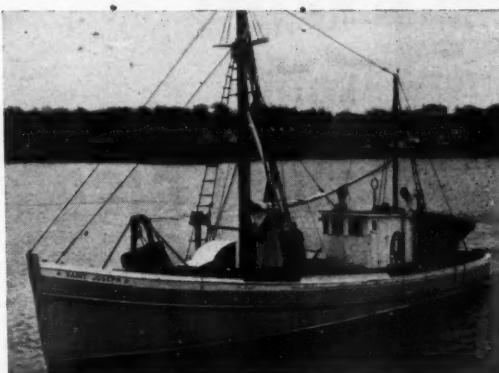
For the first time this season, the shrimp boats operating in the Engelhard area made successful catches on July 15. A few boats reported up to 700 lbs. The price quoted was 25¢, and the count of shrimp caught, 30.

There were about 125 boats operating in the Engelhard section last month and making its harbor their headquarters. Shrimp operators have brought a boom to the ice business, keeping plants busy at Engelhard and Manns Harbor. A number of boats were operating from New Holland and other points on the Hyde County shore.

Night Shrimping Ends

On behalf of Carteret County shrimpers who wanted night shrimp-ing continued after July 1, Sen. John Larkins of Trenton contacted George Ross, director of the Board of Conservation and Development, and asked for an extension. However, Ross, who had also received appeals from Pamlico and Hyde County shrimpers not to allow night shrimp-ing any longer than July 1, refused the Carteret request. Catches of the brown spotted shrimp at night during June were very good.

Dragger St. Joseph Protects \$20,000 Diesel Engine with \$180 Aqua-Clear Feeder



The St. Joseph puts out of Gloucester, Mass.

Cool
Your Engine
Safely with
Raw Sea Water

Don't let destructive, biting sea water rust and corrode cylinder heads, manifolds and water jackets!

The AQUA-CLEAR Feeder makes old engines last longer, keeps new ones from ever rusting.

That's why Capt. Lovasco wanted one on his new Diesel.

with the
Aqua-Clear Feeder

Cut Operating Costs

Capt. Peter J. Lovasco, owner of the St. Joseph, says "As you know, we were skeptical at first as to the good of the Aqua-Clear Feeder. But your offer of a full refund if we were not completely satisfied, convinced us it was worth trying, especially as we were installing a new Wolverine engine in the St. Joseph.

"We have only had it in operation a few months, but we took off a few sections of pipe the other day and were more than satisfied as they showed no signs of corrosion. As operating costs are very low, it is certainly cheaper than fresh water cooling and just as good."

Ends All Rust and Corrosion

Over 7,000 fishboats, yachts, cruisers, both gasoline and diesel—even up to ocean liners and down to small outboard motors—now use AQUA-CLEAR Feeders. Makes all sea water non-corrosive, gives positive protection to entire cooling system. No moving parts to wear out—no heat exchangers, no expansion tanks, no extra pumps—no holes through the hull.

Easy to attach between seacock and water pump. Yet with all these advantages, the AQUA-CLEAR Feeder costs only a fraction as much as closed cooling—only \$50 to \$75 for engines up to 250 h.p.

FREE TRIAL—Send No Money

Don't lose this protection another day. Order your AQUA-CLEAR Feeder right away, from your boat yard or direct. Try it for 60 days on your boat. Then, if not convinced it is giving your engine complete protection from rust and corrosion, return for full refund of purchase price.

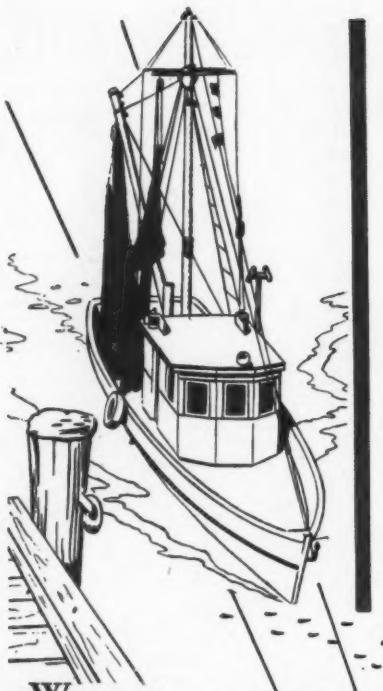
SUDSBURY LABORATORY, Box 356, Sudbury, Mass.

Dealers: Write for Special Offer.

**AUTOMATIC
Bilge Cleaner**
Just pour a little in
and forget it! Cuts
danger of explosion
by mixing floating
gas and oil with the
bilge water. Gets all
the grease, slime,
scum—reaches where
nothing else can.
Saves time, labor,
expenses.
Quart only \$2, or
Gallon \$7.50.

Actual Size
9 in. x 30 in.





Whether your requirements are for hard-pounding, day-after-day heavy duty service or for occasional and comparatively light use, there's a standard Twin Disc Marine gear to fit your exact needs.

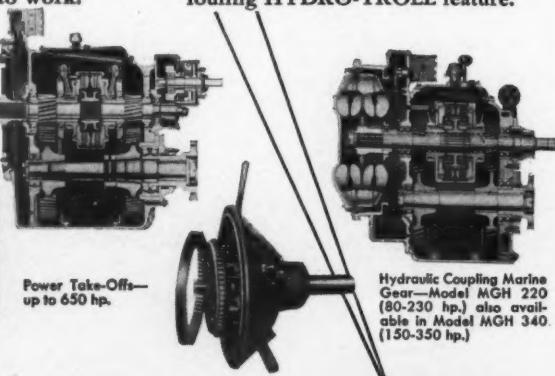
Twin Disc Reverse and Reduction Gears transmit the power that drives the top boats in the fishing fleets—trollers, seiners, draggers, trawlers, dredgers, schooners, smacks, gillnetters. And Twin Disc power take-offs, reduction gears, or Twin Disc power-smoothing Torque Converters, put their auxiliary power to work.

Model MG-302 with Rubber Block Drive—(150-275 hp.); also available in Model MG-175 (85-205 hp.)

Torque Converters—40 to 1,000 hp.



Power Take-Offs—up to 650 hp.



Hydraulic Coupling Marine Gear—Model MGH 220 (80-230 hp.) also available in Model MGH 340 (150-350 hp.)

Built for a Long Life...
Backed for a Lifetime

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

Any fishing's better with... TWIN DISC

Twin Disc Marine Gears are furnished in a complete range of sizes, capacities and reduction ratios for engines producing from 40 to 350 hp. within the 600 to 2500 rpm. range.

For the Softer Touch...

Twin Disc's Hydraulic Coupling Marine Gears provide quiet operation; absorb shock loads, to protect engine and drive; prolong engine and gear life. They require minimum space—only 25 inches for the MGH-220.

Either Model MGH-220 for hp. up to 230, or MGH-340, up to 350 hp.—may be equipped with Twin Disc's exclusive battery-saving, no-engine-fouling HYDRO-TROLL feature.

Long Island Oystermen Oppose Laboratory

Secretary of Agriculture Charles F. Brannan claims that the fears of Long Island oyster growers that a proposed laboratory to study animal diseases on Plum Island would wipe out their \$6,000,000 annual business, are unfounded.

Trade spokesmen bitterly opposed the project at two Federal hearings held at Southold July 17. They were alarmed because they felt that the installation of the research institute in this area would bring to a fruitless end many years spent in creating one of the world's largest commercial shellfish centers. They warned that sterilized sewage from the laboratory could throw the entire marine life of the area into imbalance. John Plock, president of the Greenport Oyster Growers Protective Assoc., led the trade fight against the laboratory.

George H. Vanderburgh, an oyster grower in New Suffolk, stated that oyster lots in Great South Bay, in which he once held an interest, had to be abandoned because of the waste from the ducks raised at Moriches Bay. He believes that even a minute quantity of some chemical substances might upset the marine life in this area.

Dory Speared by Swordfish

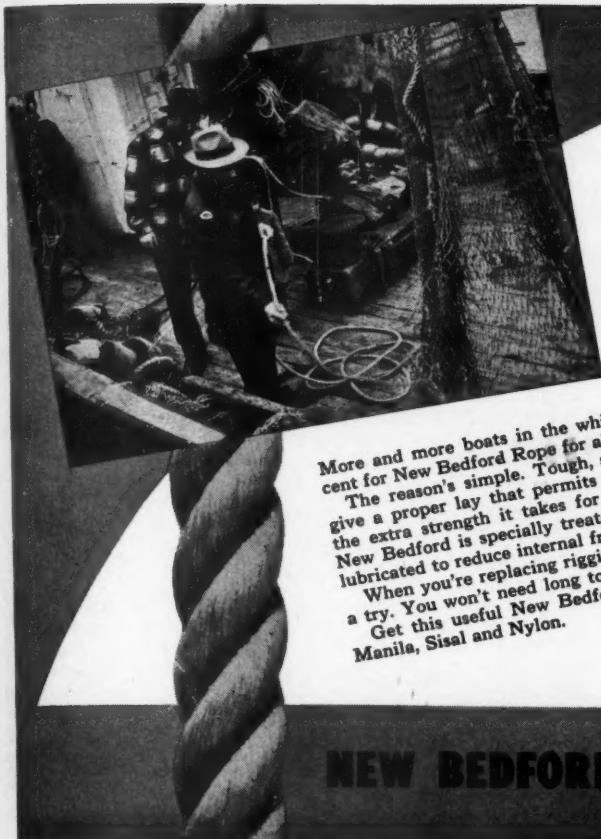
The *Major Casey*, a scallop boat, arrived in Greenport on July 26 and unloaded an interesting cargo. Three large swordfish had been added to their usual catch of scallops, and the crewmen placed a wounded dory on the dock.

The crew described the chase after the swordfish, and disclosed that the 300-lb. creature towed the dory and then turned in fury to drive his four foot sword up through the in. thick bottom boards, penetrating more than 14 inches. The dory sank immediately and the men were forced to swim for several hours until the *Major Casey* returned to pick them up. An attached buoy made it possible to retrieve the damaged dory and bring it back for repairs.

New Brokerage Firm

Formation of a New York frozen food brokerage company has been announced by Sabin H. Meyer, exclusive sales agent for Meyer Fish & Produce Co., Jacksonville, Fla., and E. M. Wittigschlager, formerly sales manager of the frozen food division of Flagstaff Foods, Inc., Perth Amboy, N. J.

Meyer & Wittigschlager will represent leading frozen food packers of various type items in addition to the Meyer Fish & Produce line of seafood products. The firm has opened offices at 424 West 54th St., New York 19, N. Y.



Capt. Vincent Ciarametarre GIVES NEW BEDFORD ROPE THE NOD FOR THE BABY ROSE

More and more boats in the whiting industry, like the Baby Rose, are going 100 percent for New Bedford Rope for all gear. The reason's simple. Tough, sinewy fibers of selected manila are carefully spun to give a proper lay that permits easy handling. New Bedford Rope lasts and lasts, has the extra strength it takes for dependable service in roughest weather. What's more, New Bedford is specially treated for protection against moisture and dry rot, specially lubricated to reduce internal friction. When you're replacing rigging, fishing cables, net lines or hawsers, give New Bedford a try. You won't need long to find out why it's preferred—why it's the best buy. Get this useful New Bedford Chart showing the difference in breaking strength of Manila, Sisal and Nylon.

NEW BEDFORD CORDAGE COMPANY, NEW BEDFORD, MASS.



Opportunity for Tuna Industry

(Continued from page 14)

of fish were sighted in deep water southeast of Boon Island. Invariably, the schools could be found on good fishing days surfacing north or southwest of the Island in depths varying from 7 to 15 fathoms. While seining in this area presents difficulties not found in southern Gulf-of-Maine waters, it appears that operations by persons familiar with local conditions, using shallow seines constructed of heavy twine with extra large meshes, could be reasonably successful.

Surface water temperatures were recorded at regular intervals during the operations. Seasonal records exhibit a range of 22°F., from a minimum of 52°F. to a maximum of 74°F.

Equipment on "Western Explorer"

The purse seine used by the *Western Explorer* was of the standard type used by the California tuna-seining fleet. The seine measured 330 fathoms in length and 33 fathoms in depth, was set and hauled from a turntable on the stern.

The vessel represents a distinct departure from the New England-type mackerel seiner. Full engine controls, a pilot wheel and compass located both in the pilothouse and outside on the bridge forward of the house, allowed the boat to be operated from this spot while cruising and setting for fish.

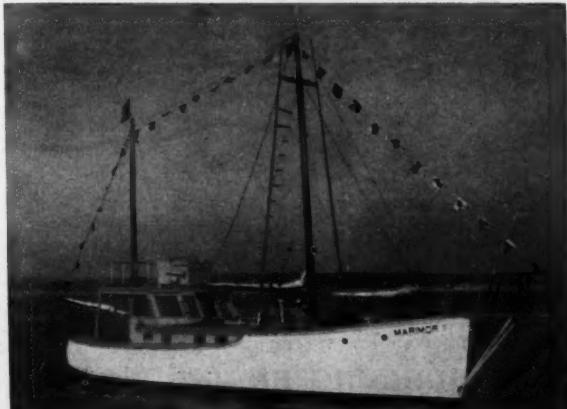
The deckhouse, located well forward, provided galley accommodations and berths for ten men on the main deck, while on the top deck a small cabin aft of the pilothouse provided space for the captain's berth, a chart table, and radiotelephone. A depth indicator was part of the vessel's equipment, with the recording dial mounted in the wheelhouse. A small radio direction finder also was installed in the wheelhouse.

The *Western Explorer* is powered with a 200 hp. Diesel, which also furnishes power for operation of the purse

winch located midships aft of the deckhouse. The hold provides space for approximately 75 tons of iced fish.

A heavy, flat-bottom, 22' x 8'6" skiff was used to assist in fishing operations. In addition to its use in starting the seine off the turntable while setting the seine, the skiff is used to support the net during hauling and brailing operations and as a tow-off boat to swing the purse seiner away from the net in the event that the action of the wind or tide places the boat in a position making hauling operations difficult or impossible.

While practically all the skiffs employed in the California tuna fishery are equipped with inboard engines, the skiff used with the *Western Explorer* was equipped with a heavy-duty outboard motor, installed in a built-in well.



Capt. Morrison G. Wines' 45' x 13'6" x 5' charter boat "Marinor II" of Mattituck, Long Island, N. Y. Her power plant is a 165 hp. General Motors Diesel with Columbian propeller.

Diesel Engine Sales Trawlers including their 300th the 67-Foot "TERN"

Carry Proven Equipment from KEELY

REAL HOST STOVES
COLUMBIAN PROPELLERS
PORTABLE SEARCHLIGHTS
ONAN GENERATORS
KEELY "HOT GAS"
(50 lb. Tanks)

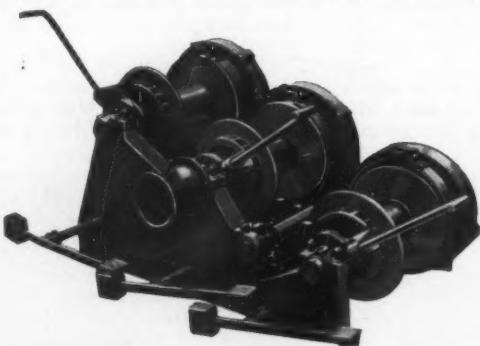
Keely stocks a complete line of Nationally-known, thoroughly proven, fishing boat equipment and supplies. Whatever your needs may be, in any size or type, Keely can give your Dealer immediate service.

The J. M. KEELY SALES Co.

P. O. Box 4941 MIAMI, FLA.

WHOLESALE ONLY

The New Shrimp Trawler "TERN"
Built by Diesel Engine Sales Co.
Has a STROUDSBURG HOIST



The Stroudsburg Hoist is standard equipment on all the shrimp trawlers being built by Diesel Engine Sales Co., St. Augustine, Fla.

Made of the most durable materials, Stroudsburg Hoists are designed to provide maximum length of service at minimum cost. They are made in single, double and triple drum models. Write for complete specifications.

STROUDSBURG ENGINE WORKS

Box 207, Stroudsburg, Penna.

"The Fishermen's Choice is the Stroudsburg Hoist."

67-Ft. Shrimper "Tern"

(Continued from page 15)

water tanks. The power driven bilge pump is of Goulds make.

A 3-drum, model 515½ Stroudsburg hoist carries two 900' and one 600' reels of Wickwire towing cable. The boat is equipped with Columbian rope, having 600' of 1¼" diameter anchor rope, ¾" rope from boom to deck and ½" rope for the outriggers. There are two 3" reinforced outrigger booms, 14½' long. The mast is 8" reinforced steel pipe and the main boom is 5" pipe. Madesco blocks are used aboard the trawler, and the rigging cable and rods are of ¾" galvanized stock.

The *Tern*, of which Capt. Harry Seaman is skipper, is equipped with Hudson American Master Mariner telephone, Raytheon Submarine Signal Fathometer Jr., and Bludworth direction finder. Pettit seam cement and Jef-ferry's marine glue were used on the vessel.

The Diesel Engine Sales yard, of which L. C. Ringhaver is president and general manager, started building vessels in 1943. The first craft launched was the *M. A. Bowlin*. In March 1949 the 100th trawler, the *Jim Melton* was launched; and in July 1950, production at the yard reached the 200 mark when the *Sunshine* went down the ways. Vessels built by Diesel Engine Sales are in operation at numerous ports along the Atlantic Coast and Gulf of Mexico, many of them in fleets.

The yard builds its boats from standardized hulls on a production line basis. Materials are cut and frames bent on a definite schedule, to be available when needed for assembly work. Six vessels are under construction at one time, and are launched at intervals of approximately one week. About 7 days are required to outfit the vessels after launching, and the yard maintains a large stock of fishing boat equipment and supplies.

Other 67' shrimp trawlers recently completed by Diesel Engine Sales, Inc., are the *B & B*, owned by Bruni and Bennett of Fernandina, Fla., the *Howdy Shaw*, owned by Shaw Shrimp Co., Jacksonville, Fla. and the *Courier*, owned by Versaggi Shrimp Co., Tampa, Fla. These three boats have the same specifications and equipment as the *Tern*.

Gibbs Corporation of Jacksonville sold the Caterpillar Diesels for the *Tern* and *Courier*. With the *B & B* and *Howdy Shaw*, both boat and engine were sold through Gibbs as a "packaged unit." J. M. Keely Sales Co. of Miami, Fla. supplied the Columbian propeller, Real Host range, Onan generator and Portable One-Mile-Ray searchlight, while H. M. Hillman of Brooklyn, N. Y. furnished the Tobin bronze shaft.

Georgia Shrimpers Are Making Big Catches

The Georgia waterfront was kept busy the middle of July as the first big shrimp catches of the new season were brought in. Fishermen scored when their hauls suddenly doubled while bad weather in other South Atlantic and Gulf areas kept production low.

St. Marys, Brunswick, Darien, Valona and Thunderbolt all reported their boats getting a part of the fat run. One day the middle of last month there was a haul of 11,000 lbs. in Brunswick alone which put \$6,000 in the pockets of fishermen by nightfall.

The average price for the shrimp stayed close to 55¢ a pound and the count ran 31 to 35 a pound. When the Georgia season is in full production the price generally drops to 40¢. Hundreds of boats which fish off the Carolinas, Florida and Mexico the rest of the year have returned to fish Georgia waters.

SeaPak Corp. Acquires Coastal Seafood

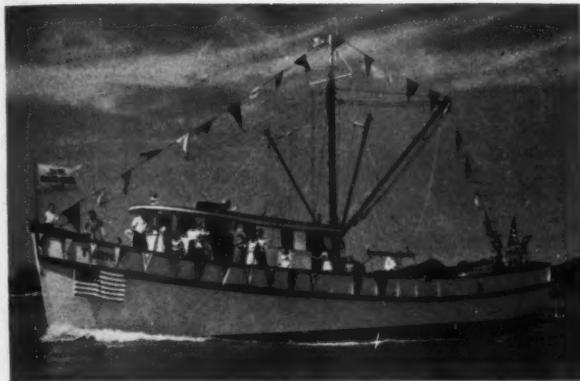
Acquisition of the plant of the Coastal Seafood Co., Inc. of Valona from Guy H. Amason has been announced by the SeaPak Corp. of St. Simons Island. SeaPak will con-

Announcing Our 300th TRAWLER

The 67-Foot "Tern" Built for Marvin Hardee of Morgan City

The 300th Shrimp trawler built at our yard has been launched from our production line. The *Tern* joins the many other fine Diesel Engine Sales vessels which have proven highly successful

on shrimping beds everywhere. Sturdily built by experienced craftsmen from quality materials, and modernly equipped, the Diesel Engine Sales trawlers are expertly designed for pay-load fishing.



The enthusiastic acceptance which our trawlers enjoy is demonstrated by the large number of repeat orders we have received from satisfied customers.

Before you build or buy consult us. We can give you a vessel with built-in-earning power that will assure you of efficient operation, minimum maintenance and profitable returns.

DIESEL ENGINE SALES INC.

ST. AUGUSTINE

FORT MYERS

FLORIDA

ture to operate the plant, serving Coastal's present customers, and will increase output to aid in meeting demand for SeaPak products. J. O. Hice, SeaPak president, disclosed that the island plant of SeaPak now is employing over 400 persons.

Employment at Valona will be increased to 80-100 workers. The plant has been leased and all of its equipment has been purchased, except for the freezer. Clarence Drawdy, formerly assistant superintendent of the island plant, will be SeaPak's Valona manager.

Amason will devote his full time to his other business interests at Valona—operating of an ice plant, a fleet of shrimping boats, and a marine railway. He will freeze and furnish storage for the SeaPak output.

To Study Influences on Fish Life

The South Atlantic offshore fishery investigations are now in business, with Brunswick as headquarters. W. W. Anderson, stationed at Brunswick from 1930 to 1938 for the old U. S. Bureau of Fisheries, is chief of the new project, which is being guided by the Fish & Wildlife Service.

The Theodore M. Gill, a 97-ft. vessel fully equipped with hydrographic gear for ocean investigations and special nets, will arrive after January 1 and become part of the research group.

The ship will sweep an area from Cape Hatteras to Miami, from as close to the beach as it can get to as far out as the axis of the Gulf Stream. The scope of the investigation is apparent from Mr. Anderson's description as a "complete study of the water and all influences on fish life".

The distribution and abundance of fish will be surveyed largely from eggs and larvae, rather than from adult fish. Between stations the research vessel will drag for specimens of pelagic fish, those that live near the surface of the water. When halted, the boat will drop nets down to a mile to study fish at those depths. The vessel has a recording echo sounder to plot the bottom of the ocean.

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Made in both overlighting
and underlighting types



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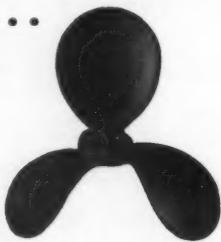
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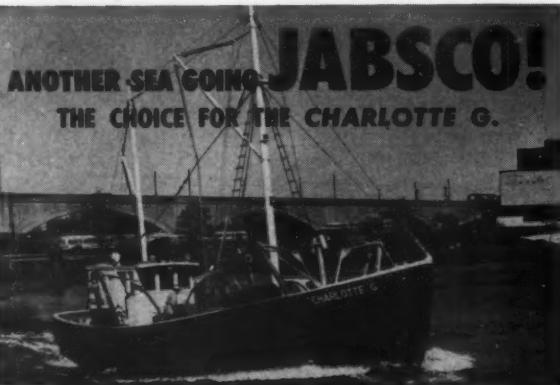
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SIZES . . .**



PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.

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BATH, MAINE

HYDE
PROPELLERS



Jabsco Self-Priming Marine Pumps were specified for the *Charlotte G.*, recently completed by Webber's Cove Boat Yard of East Blue Hill, Me., for Arnold Goldberg of Brookline, Mass. The new 60-ft. dragger is equipped with a Model 2500, clutch-operated Jabsco Pump with 1 1/2" suction and discharge, belt driven off the forward end of a GM 6-100 Diesel. It's just another example of the steady swing to efficient Jabsco Marine Pumps. You'll find them right for your boat, too. Write today for free folder.

The Pump with the Rubber Impeller



JABSCO PUMP COMPANY

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**Gloucester Is Enjoying
Good Whiting Season**

On the week-end of July 4 Gloucester firms had 29 draggers with 1,316,500 lbs. of fresh fish. A fleet of 24 draggers hauled for 743,500 lbs. of whiting, the largest whiting total for any one day in the city's history. Five other draggers added 504,000 lbs. ocean perch and 69,000 lbs. mixed fish.

Whiting returned in fair supply on July 10 at local wharves when a dozen draggers reported with the fish for eight local firms. The best trip was that of the dragger *Carlo and Vince*, with 50,000 lbs.

This season should be the biggest one yet for the whiting fisheries insofar as total catch is concerned. Trips have been generally large from every boat in the fleet.

Lands Record Ocean Perch Fare

The steel-hulled *Ocean Life*, formerly the trawler *Cormorant*, was at the Mariners Fish Co. wharf on July 24 with 410,000 lbs. of ocean perch, which is believed to be the largest fare of this species on record. Capt. Manuel R. Marques of Rockport is skipper of the *Ocean Life*. She was out for 12 days, going to Grand Banks for the fish.

Capt. Marques brought a fare of some 230,000 lbs. of ocean perch to Gloucester several weeks ago on his first trip since the 139-ft. vessel was converted following experimental freezing of fish at sea.

"Hiawatha" Top Menhaden Producer

Top menhaden-catcher in the local fleet is the 98-ft. converted minesweeper *Hiawatha*. She has brought more than 2,500,000 lbs. of menhaden to the Gloucester State Fish Pier since the first of June.

The *Hiawatha* is in command of Capt. Alfonso Mineo, and was purchased recently by the Gloucester By-Products Corp. The *Hiawatha* formerly went fishing out of Lillian, Va. After the menhaden season she may be used for herring, or, if mackerel appear, for seining. She has a capacity for 350,000 lbs. of fish.

First Swordfish Trip

The schooner *Jean and Patricia*, commanded by Capt. Frank Foote, landed 74 swordfish at Boston on August 1, her first trip of the season. The fare brought 39¢ a pound, less 10%. The *Jean and Patricia* is the only sworder operating out of Gloucester this Summer.

Fisheries College Has More Backers

The Gloucester Seafood Workers' Union has unanimously endorsed the proposal to locate a fisheries college in Gloucester. A communication to this effect has been dispatched to State Sen. Ralph C. Mahar, chairman of the State Legislature's joint committee on education.

Another backer of the proposed college is Eben C. Carroll, Jr., vice-president of Gorton-Pew Fisheries Co., and president of the Gloucester Fisheries Assoc. He believes that the great function of a College of Fisheries in Gloucester would be to provide adequately trained personnel to do the kinds of investigating and research that are needed to keep the Massachusetts fishing industry from falling behind competitors.

First Bluefin Tuna Taken

Robert Enos, in his boat *Keewadin II*, ironed a 590-pound tuna off Flat Ground, Rockport, on July 5, which was the first tuna caught in Cape Ann waters this season. Carl Fessenden in his boat *Falcon III* keg-lined a brace of big fish on the 6th in the same area. They were estimated at 470 lbs. and 565 lbs. Both men fish out of Annisquam.

The Rockland boat *Onward V.*, Marion J. Cooney, owner, got a 390-lb. tuna off Rockport on the 6th. It was estimated that a fleet of 36 commercial and sports tuna fishing boats were on the grounds on the 6th searching for tuna.

Boston Has Large Scrod Haddock Catch in June

In June, a total of 16,893,800 lbs. of fresh fish valued at \$7,877,600 was landed at the Boston Fish Pier and sold over the New England Fish Exchange. This was an increase of 15% in volume over the total landings for May, and a gain of 4% when compared with June, 1951. The cumulative total for the first 6 months of 1952 is 2% greater than for the same period in 1951.

Supplies of scrod haddock, haddock, whiting, and pollock, were moderate, and supplies of cod and flounders were light to moderate. Demand was good as the month opened but quickly tapered off and was light at the end.

While the over-all total landed by the offshore vessels was not heavy, they did land a good volume of scrod haddock — this item accounting for 40% of the total landings by all craft. These fish were running small in size and a great deal of baby haddock (under marketable size) had to be discarded. Landings of other varieties were light. The offshore vessels fished almost entirely on Georges Bank, with only very few trips to the banks off Nova Scotia.

Offshore vessels landed 139 trips during the month with an average catch of 85,900 lbs. per trip, compared with May when 138 offshore trips averaged 83,500 lbs., and June, 1951 when a total of 142 trips averaged 80,900 lbs. Larger catches of scrod haddock accounted for the increase.

The inshore boats started fishing for whiting in earnest the last half of the month, and landed a total of 1,672,500 lbs., 18 percent less than in June, 1951. The ex-vessel price for H&G whiting was only 3¢ per lb., compared with 4¢ per lb. for the past few years. This lower price delayed the start of operations by the local boats.

There have been no landings at Boston by mackerel purse seiners this year, and indications to date point to the poorest season in many years. Vessels that fitted out for seining early in the Spring and went fishing down South, got very poor results. Most of them are now seining for menhaden out of Gloucester.

As the month ended no vessels had fitted out for swordfish harpooning.

Big Day's Landings

Boston Fish Pier had 41 boats with 1,964,800 lbs. of fresh fish at market opening July 7. The supply included 229,000 lbs. haddock, 709,000 lbs. haddock scrod, 382,000 lbs. cod, 47,000 lbs. ocean perch, 217,000 lbs. pollock, and 380,800 lbs. mixed fish.

The big catch was landed by seven trawlers, five large draggers, 16 small draggers and 13 small

trawlers. Largest trip was that brought in by the *Bonnie*, which totalled 160,100 lbs. Included in the catch were 20,000 haddock, 74,000 scrod, 57,000 cod and 9,100 mixed fish.

"Gudrun" Claims Settlement

The owners of the trawler *Gudrun*, which vanished at sea January 14, 1951, with 15 men aboard, have agreed to pay \$100,000 to families of the victims in settlement of claims. Families of the 15 crew members had sued the vessel's owners for \$1,300,000.

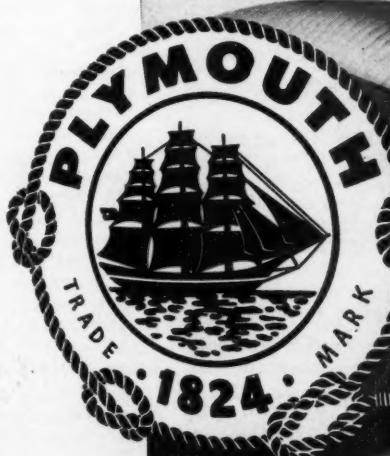
"Delaware's" Twelfth Cruise

The experimental freezing vessel *Delaware* returned on July 24th from her twelfth test cruise. Fishing was carried out on Georges Bank, and 25 haulbacks were made for a total of 25,500 lbs. of fish, including 4800 lbs. of haddock and 20,700 lbs. of scrod haddock.

All fish were frozen in-the-round immediately after being caught and were stored in the vessel's refrigerated hold until arrival at port. The frozen fish were landed at the Boston Fish Pier, the 4800-pound lot being sold through the New England Fish Exchange to two of the larger processors of fish. The fish were placed in commercial cold storage by the buyers for later thawing and processing into frozen fillets.

The larger lot of 20,700 lbs. of scrod haddock was stored in commercial cold storage by the laboratory as one of two lots that will be used for obtaining information on the length of time that round frozen fish can be stored commercially prior to processing. Sample parcels of fish of several thousand pounds each from this and a subsequent lot of like size will be withdrawn from commercial cold storage at periodic intervals over a period of nine months.

**BEST ROPE BUY
FOR ANY BOAT!**



**Stocks
in Every
Port!**

From tuna clippers to lobster boats...owners, skippers, and crews agree on Plymouth rope. Its easy-handling qualities, extra strength and safety, and longer life make Plymouth the best and lowest-cost fishing rope to use.

PLYMOUTH CORDAGE COMPANY

Plymouth, Massachusetts

Sales offices and warehouses at New York, Baltimore, Boston, Chicago, Houston, New Orleans, Philadelphia, San Francisco. Distributors wherever there are fishing fleets.

Equipment and Supply Trade News

Fourth Generation to Management Position with Fairbanks-Morse

Fairbanks, Morse & Co., Chicago manufacturers, have announced that R. H. Morse III has been appointed General Manager of the Company's Beloit, Wisconsin, Works. He is the fourth generation in the Morse family to carry on the tradition of a life career in the organization, and to spend the first years in learning the Company's operations at first hand.

R. H. Morse III succeeds Orren S. Leslie as General Manager of the Company's largest manufacturing plant. Mr. Leslie has been named Manager of Manufacturing and has been transferred to the Company's headquarters in Chicago.

Mr. Morse, who will now direct all phases of operation at Beloit, was graduated from Princeton University with a degree in Mechanical Engineering. During World War II he served in the Navy for 3½ years as a naval officer.

He began his career with the Company at the Beloit plant in 1946 and served in the interim in many capacities. For the past few years he was Assistant General Manager, which position he held until his recent promotion.

His great-grandfather, Charles Hosmer Morse, founded the company under the name of Fairbanks, Morse & Co., after having started as an apprentice with the old E. & T. Fairbanks and Co. (scale manufacturers) in St. Johnsbury, Vermont. He became the sales agent for this Company in the Chicago area in 1857.

His grandfather, Col. Robert H. Morse, after spending his entire business life with the Company, is now Chairman of the Board.

His father, Robert H. Morse, Jr., also after spending the years of his business career in the Company's factories and sales branches, became the present president in 1949.

Bulletin on Conveyor Belt Lacing

A compact bulletin, No. A-70, describing and listing Alligator Long Length Conveyor Belt Lacing, has just been issued. It contains application views, sizes and list prices as well as other pertinent information.

These separable fasteners can be furnished in any length, with hinge pins, for joining flat conveyor belts of all widths up to 96" and thickness up to ½". Being continuous in length these fasteners make a smooth joint of uniform tension across the full width of the belt. The product is made by Flexible Steel Lacing Co., 4607 Lexington St., Chicago 44, Ill.

Sudbury Sav-A-Tank Cartridges Stop Rust

Sudbury Laboratory, South Sudbury, Mass., manufacturers of many products for the marine trade, have announced two new items—Sav-A-Tank cartridges and Boat-Zoap. Sav-A-Tank cartridges neutralize all acids found in petroleum and also deposit a thin protective film on the bottom of the fuel tank, preventing the water from touching the tank, thereby stopping rust and formation of sludge that causes so much trouble.

Gasoline aboard a boat is something that should be stored as carefully as dynamite. Tanks holding gasoline must be in A-1 condition at all times—no leaks—no rust



R. H. Morse III

or else serious trouble is inevitable. Rust and leaks in Diesel fuel oil tanks also can present quite a problem.

Water, caused by condensation, settles in the bottom of any fuel tank and gradually eats away at the metal until a leak is developed. If the tank does not actually develop a leak, the rust which accumulates is stirred up each time the boat moves, so that the fuel line injectors, strainers, and carburetors become plugged. However, it is claimed that this can be prevented by simply dropping a Sav-A-Tank cartridge into the tank.

Boat-Zoap is Sudbury Laboratory's newest product for all cleaning jobs around a boat. It is claimed that this product works equally well in salt or fresh water—soft or hard—and is wonderful for cleaning greasy pots, pans and oily engines. It is the perfect answer for removing harbor scum from topsides, and removal of gull droppings is another chore made easy with Boat-Zoap.

This product is five times quicker than ordinary cleaners when used for cleaning painted surfaces, yet it's non-caustic and harmless to hands or finest fabrics.

Peterson Named to Nordberg Sales Position

R. W. Peterson has been appointed sales and service engineer in the Gasoline Marine Engine Department of Nordberg Manufacturing Co., Milwaukee, Wis.

Born in Spokane, Wash., Peterson later moved to Green Bay, Wis. where he received his early education. In 1943 he enlisted in the U. S. Army Signal Corps. Following communications training in this country he was assigned to the Pacific Theatre where he served two years attached to the Sixth and Eighth Armies.

Mr. Peterson was discharged from the Signal Corps in 1946 and shortly thereafter enrolled at the University of Wisconsin. Following his graduation as an electrical engineer in 1950, he joined Kellogg Switchboard & Supply Co., Chicago, as advertising manager. Later he was named sales engineer in the Company's electronics department. He retained this position until joining Nordberg.



R. W. Peterson

Lane Offers General Utility Canvas Baskets

W. T. Lane & Bros., Inc., Poughkeepsie, N. Y., now offers a line of canvas baskets in six different sizes for materials handling applications in virtually all fields of industry. The baskets withstand severe punishment in everyday use—even such abuse as being run over—because of a unique frame design which permits them to regain their shape after being distorted. Among the many uses of the baskets are: carrying fish, gear, tools, etc. on boats and around the waterfront.

Construction features of the basket include double canvas bottom, leather-bound rim, reinforced canvas handles, tapered sides which permit space-saving nesting when empty, and smooth canvas sides which are snag-free, dust-tight and light-in-weight.

The baskets are made of heavy, long-life duck which is woven on Lane's own looms. Baskets have a round opening for easy filling and emptying, and rectangular sides for easy carrying. Standard sizes are: 17" dia. x 13" deep (1 bu. capacity); 17" dia. x 17" deep (1½ bu. capacity); 18" dia. x 18" deep (1½ bu. capacity); 20" dia. x 17" deep (2 bu. capacity); 20" dia. x 20" deep (2½ bu. capacity); and 23" dia. x 20" deep (3 bu. capacity).



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Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

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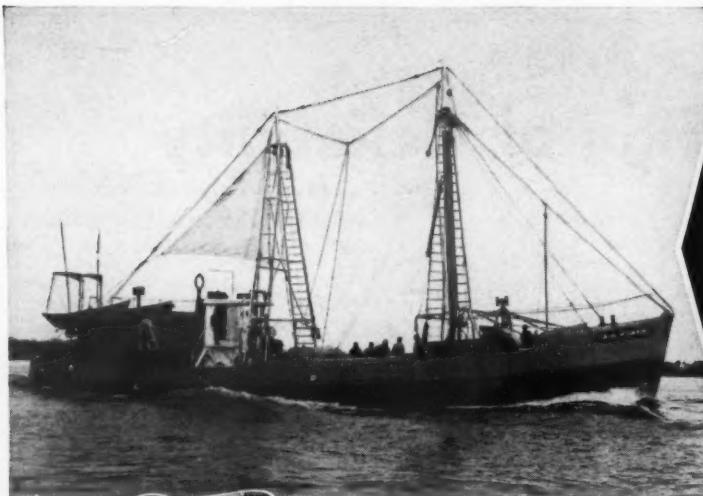
Enterprise Engine & Machinery Co.
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Built in 4 sizes with
replaceable hammers
and interchangeable
screens.



Enterprise
Process Machinery



...On Duty
12 MONTHS
OF THE YEAR
...powered with "extra power"
BOWERS
Marine
Batteries

● ANOTHER of the many big fishing fleets depending upon the "extra power" built into BOWERS MARINE BATTERIES to keep them sailing dependably and economically. The "Paul Howard" above, owned by United Fisheries, fishes out of Gloucester, Mass., in the summer and Norfolk, Va., during the winter months. Equipped with BOWERS MLL-21, 14-4 cell trays.

BOWERS BATTERY & SPARK PLUG CO.
 Reading, Pennsylvania

Other Plants at Boston, Mass. ● Paterson, N. J. ● Macon, Ga.

Mexican Viewpoint

(Continued from page 16)

lem to Mexico for years with painful incidents flaring out, a particularly violent one in 1950.

The Navy Department copes with the problem as best it can and many times in the past local authorities have received instructions not to interfere with operations of foreign craft. But now, as the fleets increase in size, their operations are proving ruinous to the national fishing industry and that is why the Mexican policy is becoming tougher. While not seeking to create "incidents", the authorities are fully determined to stop unlawful exploitation of Mexico's fishing banks.

The drive against illegal fishing operations is by no means restricted to foreign craft alone. Mexican "pirates", operating especially along the Gulf coast, have received warning that illegal shrimp and oyster fishing will be stamped out. The Department of Hunting & Fishing, in collaboration with the Navy Department, will prosecute all national offenders.

Fleet Being Developed

Beset with a magnitude of problems brought on by unusually rich sea wealth and lack of facilities to exploit it; with foreign craft and nationals raiding the offshore waters; with a financially weak and tremendously out-manned fishing fleet, Mexico still hopes to overcome all obstacles and develop a fishing industry of first-rate magnitude. Just how long this will take officials refuse to say. But the initial moves have been made and once aroused, the Mexicans show a marked tendency to follow through. This has been the case in other industries, and one of the outstanding examples is the petroleum industry which, in a scant 5 years has made astonishing progress.

Even though inadequately equipped and financed, the shrimp industry in Mexico has at least held its own.

Every year thousands of tons of frozen and packed shrimp are exported to the United States and other markets. The serious intent of Mexico to fully capitalize on its rich shrimp beds is seen in the air lift that was recently established to move hundreds of tons of shrimp from Salina Cruz, on the southern Pacific coast of Mexico, to shrimp packing plants located in Mazatlán, in the State of Sinaloa, roughly half-way up the Pacific coast line. This was the first time that airplanes were used to transport shrimp in Mexico, with air cargo craft of the Mexican Aviation Co. pressed into service and making the trip in four and one-half hours. At Mazatlán the shrimp are packed and frozen and shipped by sea to Los Angeles, San Francisco and other U. S. Pacific coast ports.

The dollar inflow brought in by shrimp exports is the chief reason Mexico wishes to protect her interest in offshore shrimp beds. Diplomatic measures have been taken to reach an understanding with the United States in the territorial waters limits dispute and regulation of U. S. fishing craft, and officials believe that the issue can be settled across the conference table in an amicable, neighborly fashion.

Turner Halsey to Market Nylock Abroad

Turner Halsey Export Corp., 40 Worth Street, New York City, has been appointed exclusive foreign sales agent for Nylock netting twines, according to Willard S. Heminway, president of Heminway & Bartlett Mfg. Co., makers of Nylock.

"Our company has been receiving an increasing volume of inquiries about Nylock from fishing interests the world over," Mr. Heminway stated. "Now that the increased availability of nylon is enabling us to catch up with domestic requirements, we are ready to extend Nylock to the world market. Some Nylock nets made by American manufacturers already have found their way to other countries."

Fish Landings

For Month of July

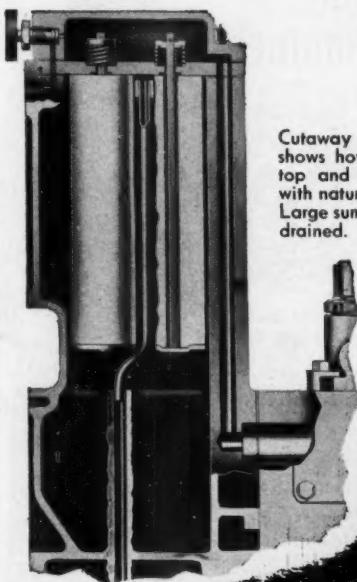
Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (7)	107,500	Margaret & Marie (4)	43,100
Addie Mae (7)	102,500	Maria Christina (5)	16,900
Adventure (3)	201,400	Maria Del S. (6)	80,300
Agatha & Patricia (3)	223,800	Marietta & Mary (4)	101,000
Alphonso (8)	76,300	Maris Stella (3)	243,400
Angie & Florence (3)	72,100	Marsala (3)	92,500
Annie & Josie (7)	106,500	Mary & Jennie (7)	118,100
Arlington (3)	377,300	Mayflower (2)	6,400
Atlantic (3)	296,400	M. C. Ballard (3)	226,100
Ave Maria (Dagger) (7)	125,100	Michael G. (7)	163,500
Ave Maria (O.T.) (1)	58,500	Michigan (3)	333,800
Barbara C. Angell (2)	192,500	Mother of Grace (6)	167,400
Bay (2)	169,800	Nancy B. (4)	104,800
Bonnie (2)	303,200	Neptune (3)	279,400
Bonnie Lou (3)	236,300	Noreen (1)	77,600
California (2)	67,800	Ohio (3)	216,000
Calm (1)	100,000	Olympia (2)	63,400
Cambridge (4)	393,400	Olympia La Rosa (4)	155,700
Carmela Maria (3)	63,800	Pam Ann (3)	241,000
Catherine B. (Dragger) (4)	180,600	Phantom (3)	327,600
Catherine B. (L.T.) (7)	39,000	Phyllis & Mary (2)	49,800
Catherine C. (1)	35,800	Plymouth (3)	264,600
Catherine T. (3)	186,600	Princess (7)	155,300
Comet (2)	233,000	Quincy (3)	223,600
Crest (3)	294,800	Racer (3)	203,700
Delaware (1)	5,000	Red Jacket (2)	199,800
Diana C. (4)	102,100	Robert & Edwin (5)	66,000
Dorchester (3)	289,100	Rosalie D. Morse (3)	238,900
Drift (3)	272,600	Rosemary (2)	25,900
Eddie & Lulu M. (2)	14,000	Rosie (9)	183,100
Elizabeth B. (3)	208,000	Rush (1)	94,700
Emily H. Brown (2)	169,100	St. Anna (6)	25,300
Esther M. (3)	320,300	St. Francis (2)	13,900
Famiglin (2)	53,000	St. Joseph (3)	124,700
Flying Cloud (3)	348,700	St. Michael (7)	20,000
4-C-688 (8)	21,800	St. Peter (3)	89,100
4-G-370 (6)	27,500	St. Rosalie (3)	103,800
4-G-673 (7)	30,500	Sacred Heart (7)	84,000
4-H-823 (7)	41,700	San Antonio (1)	12,000
4-R-630 (5)	17,400	San Antonio II (7)	67,900
Francesca (8)	34,800	San Calogero (7)	154,700
Frances L. McPherson (3)	224,900	Santa Maria (4)	150,400
Helen B. (1)	14,100	Santa Rita (8)	54,000
Hilda Garston (2)	193,700	Santa Rosalie (7)	28,700
Ida & Joseph (1)	41,300	Savola (8)	39,400
J. B. Junior (3)	233,000	Sebastiana C. (2)	62,900
J. B. Junior II (4)	62,500	Six Bros. II (6)	19,800
Jennie & Lucia (2)	69,800	Skillingolee (1)	29,600
Joe D'Ambrosio (3)	21,400	Surge (3)	305,200
Josephine F. (6)	42,300	Swallow (3)	307,000
Josephine P. II (3)	108,700	Texas (3)	273,400
Josie M. (4)	66,400	Thomas Whalen (3)	297,400
Katie D. (1)	44,800	Triton (4)	420,900
Leonard (8)	80,800	Two Pals (7)	93,400
Leonard & Nancy (3)	175,200	Vincie N. (1)	43,800
Little Nancy (4)	146,800	Virginia (3)	200,000
Little Sam (2)	45,000	Wave (3)	298,100
Lorraine III (2)	53,800	Weymouth (3)	259,100
Lucy Star (2)	177,100	Wm. J. O'Brien (3)	276,600
Mabel Mae (2)	134,000	Winchester (3)	335,500
Maine (2)	166,000	Winthrop (2)	206,500
Scallop Landings (Gallons)			
Shirley & Roland (1)	630	Wisconsin (3)	334,100
Scallop Landings (Gallons)			
Felicia (1)	53,000	Yankee (1)	36,800
John G. Murley (1)	33,000		

NEW YORK

Felicia (1)	53,000	Katie D. (1)	55,000
John G. Murley (1)	33,000		
Scallop Landings (Gallons)			
Beatrice & Ida (2)	2,200	North Star (1)	970
Benjamin Bros. II (2)	2,225	Olive M. Williams (1)	1,000
Friendship (2)	1,850	Reid (1)	1,075
Juta (1)	700	Richard Lance (1)	1,100
Mary Ann II (1)	480	Rockaway Belle (1)	900
Mary Ellen (2)	550	St. Rita (1)	1,100
Midway (1)	625	The Queen (2)	2,225
Miriam A. (2)	2,200	Whaling City (1)	1,028



Cutaway of the fuel filter shows how fuel enters the top and flows downward with natural settling action. Large sump can be quickly drained.

"CAT"
DIESEL
MARINE ENGINES

Dependable!

Once the easy-starting "Caterpillar" Diesel is spinning, you can forget about it. Every load is taken in stride without attention from your crew. The husky engine turns out full-rated power as long as it is supplied with the small quantity of fuel required.

The exclusive "Cat" injection system assures operation without fouling up. The fast-acting governor seems to know when big loads are coming. Thorough filtering of air, oil and fuel protects the "guts" of the engine from wear. Positive pressure lube system keeps oil on all moving parts, regardless of the angle of the boat. Carefully designed cooling systems accurately control engine temperatures.

These are part of the many reasons "Cat" Diesels are so dependable . . . reasons why H. O. Penn Machinery Co. can recommend a "Cat" Diesel for your boat with confidence that it will reduce costs and produce profits. We'd like to show you these and other features of the "Cat" Diesel that fit your power requirements. Call us.

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136 Day Street
Newington, Conn.

Get Roomy, Bone-Dry Comfort



RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

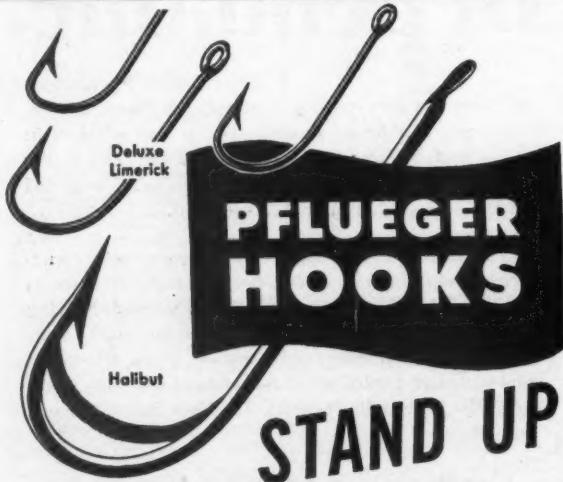


PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City



Users say Pflueger hooks keep working long after you'd expect to have them replaced. Bait stays on until fish gets caught. Points stay sharp, and hook holds its shape.

Strong steel and excellence of finish mean dependable service. Use Pflueger hooks to save money and catch more fish. Further information gladly supplied. Write us.

THE ENTERPRISE MFG. CO., AKRON, OHIO
88 years making fine fishing tackle

PFLUEGER

(Pronounced "FLEW-GER")

A GREAT NAME IN TACKLE

WOODS HOLE

Angeline (4)	7,600	Irene (3)	22,000
Angenette (1)	1,100	Janet Elise (1)	3,900
Betay C. (2)	3,000	Jen-Walt (3)	3,300
Billie (2)	1,700	J. Henry Smith (2)	3,100
Carl J. (2)	26,000	Judy-Sue (1)	400
Clara C. (1)	600	Kathy Dick (3)	3,800
Cora T. (1)	1,900	Liberty (4)	18,200
Dolly & David (4)	5,000	Little Lady (3)	2,400
Dorothy & Everett (4)	8,800	Madelaine (1)	1,200
Eleanor K. (1)	6,500	Maria Julia (2)	4,300
Elva L. Beal (3)	14,200	Marian (1)	2,500
Etta K. (1)	4,200	Mary-Al (1)	1,200
Eugene H. (3)	106,700	Mataador (2)	2,900
Evelyn (1)	1,000	Morning Star (4)	5,500
Evelyn F. (4)	3,800	Our Gang (1)	8,300
Five Sisters (1)	1,600	Papoose (1)	13,000
4-B-271 (1)	200	Phyllis J. (1)	5,400
4-R-683 (2)	1,400	Priscilla (5)	4,100
4-R-823 (1)	500	Priscilla V. (3)	85,400
4-R-836 (1)	700	Pvt. Frank T. Kessler (1)	17,500
Genevieve D. (5)	7,100	Ranger (1)	7,400
Gertrude D. (1)	29,300	Resolute (2)	2,200
Harvest (2)	1,800	Rita (1)	7,600
Helen Mae (4)	4,600	Russell S. (2)	5,100
Henry Smith (1)	1,400	Sea Buddy (1)	1,800
Hope (1)	2,700	Serafina (1)	2,000

Scallop Landings (Gallons)

Abram H. (1)	1,125	Muskegon (1)	1,125
Dagny (1)	1,033	Nantucket (1)	1,017
Empress (1)	1,070	Pearl Harbor (1)	1,125
Friendship (1)	1,125	Rockaway Belle (1)	829
Mary E. D'Eon (2)	2,250		

Swordfish Landings (No. of Pounds)

Christine & Dan (1)	13,700	Three Bells (1)	6,935
Southern Cross (1)	11,200		

NEW BEDFORD

Adventurer (3)	58,800	Magellan (1)	36,000
Annie Louise (3)	25,300	Maria-Julia (3)	65,300
Annie M. Jackson (2)	30,400	Martha E. Murley (2)	60,500
Arthur L. (2)	55,800	Mary & Joan (2)	89,800
Automatic (1)	11,000	Mary J. Hayes (1)	45,000
Ballantrae (4)	39,000	Mary Tapper (3)	82,900
Barbara M. (2)	52,500	Mildred & Myra (2)	30,000
Barracuda (2)	9,300	Minnie V. (3)	37,300
Bernice (1)	4,500	Molly & Jane (3)	62,200
Cape Cod (4)	36,000	Noreen (1)	64,900
Capt. Deebold (2)	47,300	Pauline H. (3)	178,100
Carl Henry (1)	32,000	Peter & Linda (4)	51,100
Chas. E. Beckman (3)	34,800	Phyllis J. (2)	13,200
Charlotte G. (4)	61,800	Princess (3)	65,500
Connie F. (2)	61,500	Reliance (1)	2,700
C. R. & M. (3)	55,800	Resolute (2)	3,200
Dauntless (3)	65,500	Roberta Ann (1)	25,500
Driftwood (4)	29,400	Rose Jarvis (2)	9,000
Ebenezer (3)	12,800	Rosemarie V. (2)	59,300
Edith (2)	31,400	R. W. Griffin, Jr. (3)	93,700
Elva & Estelle (2)	48,400	St. Ann (2)	87,700
Etta K. (2)	32,500	St. George (3)	7,000
Eugene & Rose (2)	54,200	Santa Cruz (3)	67,000
Eunice-Lillian (2)	61,500	Sea Fox (5)	72,400
Felicia (1)	91,100	Sea Hawk (2)	63,400
Gertrude D. (2)	47,000	Shannon (3)	60,500
Gladys & Mary (2)	88,100	Sister Alice (1)	7,100
Growler (3)	103,800	S. M. Murtosa (1)	18,000
Harmony (4)	103,700	Solvie J. (2)	132,300
Hope II (2)	78,600	Sonny & Joyce (1)	5,500
Huntington Sanford (2)	47,300	Sonya (2)	17,600
Idlewild II (3)	9,300	Southern Cross	
Invader (3)	82,800	(Ocean Bluff) (2)	58,500
Ivanhoe (2)	61,700	Southern Cross (N.Y.) (1)	5,800
Jacintha (2)	103,500	Stanley B. Butler (2)	102,500
Janet Elise (1)	7,800	Susie O. Carver (3)	34,600
Jennie M. (2)	8,000	Teresa & Jean (2)	105,200
Jimmy Boy (4)	60,100	Theresa (1)	2,800
Joan & Tom (4)	80,000	Three Pals (3)	74,500
Joan & Ursula (3)	89,000	Two Bros. (N.B.) (3)	19,100
Julia K. (1)	8,300	Two Bros. (N.J.) (1)	32,000
Junojaes (2)	61,000	Two Bros. (R.I.) (1)	34,700
Kelbarsam (2)	35,600	Venture 1st (1)	32,700
		Victoria (1)	5,500
		Victor Johnson (2)	55,500
		Viking (4)	86,500
		Whaler (3)	108,700

New Bedford Scallop Landings (Gallons)

22,000	Abram H. (2)	2,250	Lubenray (2)	2,291
3,900	Agda (1)	1,125	Malene & Marie (1)	1,125
3,300	Amelia (2)	2,391	Malvena B. (1)	1,100
3,100	B & E (1)	1,125	Marie & Katherine (2)	2,194
400	Barbara (2)	1,958	Mary Anne (2)	2,250
3,600	Bobby & Harvey (2)	2,250	Mary Canas (2)	1,294
2,500	Bright Star (2)	2,281	Mary J. Landry (1)	1,125
18,200	Camden (2)	2,250	Mayflower (2)	2,250
2,400	Carol & Estelle (2)	2,332	Moonlight (2)	2,302
1,200	Catherine & Mary (2)	2,332		
4,300	Charles S. Ashley (1)	1,166		
2,500	Christina J. (1)	1,125		
1,200	Clinton (1)	700		
8,500	Dagny (1)	1,125		
2,900	Doris Gertrude (2)	2,291		
5,500	Dorothy & Mary (2)	2,332		
13,000	Eleanor & Elsie (2)	2,250		
5,400	Elizabeth N. (2)	2,250		
4,100	Ethel C. (1)	1,125		
85,400	Eta K. (1)	1,125		
17,500	Fairhaven (2)	2,291		
7,400	Falcon (1)	944		
2,200	Flamingo (2)	2,343		
7,600	Fleetwing (2)	2,291		
5,100	Francis J. Manta (1)	1,125		
1,800	Gambler (2)	2,250		
2,000	Gloria F. (1)	1,166		
1,200	Janet & Jean (2)	2,250		
2,000	Jerry & Jimmy (2)	1,403		
1,200	Josephine & Mary (2)	2,332		
1,125	Kingfisher (2)	2,250		
1,200	Lainee K. (2)	1,222		
1,017	Liboria C. (2)	2,291		
1,125	Linus S. Eldridge (2)	2,291		
829	Louis A. Thebaud (2)	2,322		

Swordfish Landings (No. of Fish)

Maria-Julia (1)	2	Two Bros. (N.J.) (1)	1
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PORTLAND

6,935	Agnes & Elizabeth (2)	134,000	Nellie M. (9)	121,800
	Alice M. Doughty (3)	148,300	Nora Sawyer (18)	317,700
	Andarte (2)	71,200	Nyorth (2)	36,700
	Annie Louise (19)	365,200		
	Ariel (11)	204,000	Ocean Clipper (3)	181,500
	Betty & Nell (13)	162,300	Ocean Wave (2)	117,000
	Bonnie B. (6)	55,200	Onward III (17)	332,700
	Bonnie J. (3)	51,900		
	Brighton (2)	355,000	Pauline M. Boland (3)	107,200
	Carmella & Lois (9)	95,700	Polaris (2)	290,000
	Carolyn & Priscilla (3)	73,300	Queen of Peace (13)	263,000
	Challenger (23)	492,400		
	Chesebrough (7)	108,000	Rebecca (15)	240,400
	Clara Louise (2)	61,900	Richard J. Nunan (3)	206,900
	Courier (2)	370,000		
	Crescent (21)	565,700	St. George (2)	400,000
	Elinor & Jean (3)	73,100	St. Michael (18)	194,800
	Ethelina (3)	165,200	Sea King (3)	102,100
	Ezone (4)	100,800	Silver Bay (2)	345,000
	Geraldine & Phyllis (1)	39,000	Theresa R. (2)	165,000
	Lilo (4)	40,200	Thomas D. (2)	177,000
	Little Chief (4)	30,000	Vagabond (2)	77,600
	Mary & Helen (13)	226,300	Vandal (2)	150,300
	Mascot (18)	188,900	Vida E. (21)	450,100
			Voyager (1)	38,000

Scallop Landings (Gallons)

87,700	Adele K. (3)	2,644	Brant (2)	2,721
7,000	Antonina (2)	2,733	Mary & Julia (1)	1,278
67,000	Antonio (2)	2,111	Monte Carlo (2)	2,444

STONINGTON, CONN.

5,500	America (16)	45,700	Marise (13)	18,400
17,800	Bette Ann (13)	18,600	Mary A. (11)	22,000
58,500	Betty Boop (16)	27,700	Mary H. (12)	18,800
5,800	Carl J. (2)	17,200	New England (3)	15,100
32,500	Carol & Dennis (2)	16,100	Old Mystic (13)	55,400
34,600	Carolyn & Gary (12)	26,800	Our Gang (1)	8,500
35,200	Connie M. (19)	32,300	Portugal (6)	26,000
2,300	Fairweather (16)	51,500	Ranger (2)	10,100
74,500	Fatima (1)	200	Rita (4)	20,000
19,100	Harold (11)	15,400	Russell S. (4)	40,900
32,000	Irene & Walter (16)	35,900	St. Peter (10)	10,900
34,700	Jane Dore (15)	27,700	Theresa (3)	15,900
32,700	Lt. Thomas Minor (13)	41,200	Vagabond (5)	2,800
5,500	Lindy (9)	21,500	William B. (13)	56,800
55,500	Lisboa (9)	40,000		
86,500				

World's most
powerful
anchor for
your boat!



Ask any blue-water sailor from Maine to Malibu—he'll tell you no anchor beats a Northill for holding power! Even on hard sandy bottoms, your Northill digs in instantly... holds firm in any blow. But a Northill breaks out easily — for scientific design prevents it from burying too deep. Light, easy to handle and stow. 3 to 105 lbs., for boats to 80 ft.

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Subsidiary of THE GARRETT CORPORATION

FEDERAL TRU-PITCH PROPELLERS



SWEETHEARTS of the COMMERCIAL FLEET

Built with perfect precision to eliminate vibration — from heavier than average patterns to withstand hard knocks, and cast from the toughest corrosion-resisting metal you have ever encountered. Next time you need a propeller try one of these sweet-running, long-lasting, money-saving wheels.

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PROPELLERS

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Cutless Bearings

For Propeller Shafts



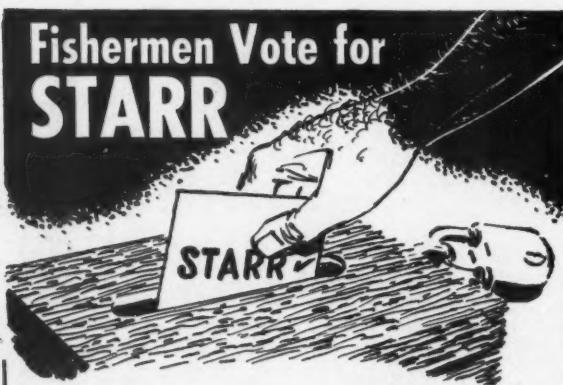
Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.
AKRON 8, OHIO

Engineers and National Distributors

Fishermen Vote for STARR



Starr Netting—Star performance. That's been the realization of successful fishermen for over 50 years. Not just ordinary fish netting, Starr is a quality product made from the very finest grade of twine and expertly knotted to give the right mesh. You'll do well with Starr Netting—always dependable, always the "popular choice" of experienced fishing hands.



Write today for details and prices on cotton, linen and nylon netting.

A. M. STARR NET CO.
EAST HAMPTON CONN.

GLOUCESTER

Althea (3)	84,000	Lois T. (4)	98,000
Alvin T. Fuller (1)	92,000	Lucy Scola (4)	78,000
American Eagle (7)	144,000	Madame X (7)	86,000
Anna Guarino (6)	93,000	Madonna De Trapani (7)	106,000
Ann & Marie (6)	95,000	Malena II (7)	74,000
Annie (6)	45,000	Maiolo (1)	60,000
Annie II (7)	44,500	Manchance (2)	125,000
Anthony & Josephine (7)	167,000	Manuel F. Roderick (2)	200,000
Aphodiyd (2)	97,000	Margie & Roy (4)	16,500
Atlantic (2)	137,000	Margie L. (3)	48,000
Baby Rose (1)	110,000	Maria Immaculata (7)	204,000
Benjamin C. (2)	390,000	Marie & Winifred (2)	113,000
B. Estelle Burke (1)	65,000	Marion & Alice (2)	201,000
Bobby & Jack (2)	115,000	Mary (7)	121,000
Bonaventure (1)	160,000	Mary & Josephine (2)	370,000
Brookline (3)	600,000	Mary E. (2)	24,000
California (2)	47,000	Mary Jane (2)	180,000
Calista D. Morrill (1)	1,000	Mary Rose (1)	160,000
Capt. Drum (5)	65,000	Mary W. (1)	12,000
Cara Cara (1)	145,000	Mayflower (5)	54,000
Carlo & Vince (6)	161,000	Michael F. Dinsmore (2)	141,000
Carol Ann (1)	135,000	Mocking Bird (1)	105,000
Caspian (1)	33,500	Mother Ann (1)	240,000
Catherine Amirault (2)	375,000	Natale III (4)	83,000
Cavalier (3)	79,000	No More (6)	54,000
Chance (1)	108,000	Nyoda (6)	135,000
Charlotte M. (2)	265,000	Ocean Life (2)	640,000
Chebeague (7)	114,000	Phillip & Grace (1)	128,000
Cherokee (2)	202,000	Phyllis & Mary (3)	52,000
Cigar Joe (6)	148,00	Pilgrim (2)	295,000
Clipper (3)	460,000	Pioneer (6)	111,000
Columbia (2)	270,000	P. K. Hunt (2)	245,000
Curlew (2)	325,000	Positive (2)	272,000
Dartmouth (2)	203,000	Puritan (2)	210,000
Dawn (8)	116,000	Raymonde (2)	212,000
Dolphin (2)	215,000	Resolute (1)	35,000
Doris F. Amero (2)	70,000	Rita B. (2)	68,500
Doris H. (4)	61,000	Ronald & Mary Jane (2)	320,000
Edith L. Boudreau (1)	80,000	Rose & Lucy (4)	113,500
Eleanor (3)	73,000	Rosie C. (6)	42,000
Estrela (1)	185,000	Sacred Heart (6)	94,000
Eva II (7)	49,500	St. Bernadette (2)	235,000
Evelina M. Goullart (3)	250,000	St. George (1)	220,000
Evelyn G. Sears (2)	50,000	St. John (2)	9,000
Falcon (7)	114,000	St. Joseph (3)	79,000
Felicia (2)	425,000	St. Mary (8)	193,000
Florence & Lee (2)	370,000	St. Nicholas (2)	360,000
Frances R. (7)	178,000	St. Peter II (1)	160,000
Frankie & Jeanne (6)	102,000	St. Providence (8)	149,000
Frederick H. (2)	52,000	St. Victoria (1)	15,000
Gaetano S. (2)	260,000	Salvatore (1)	30,000
Gertrude E. (8)	79,500	Salvatore & Grace (8)	221,000
Hazel B. (2)	230,000	Santa Lucia (1)	35,000
Helen M. (1)	45,000	Sarah M. (5)	45,000
Holy Family (1)	125,000	Sea Queen (2)	180,000
Holy Name (7)	153,000	Sebastiana C. (1)	47,000
Hustler (3)	97,000	Serafina N. (8)	206,000
Immaculate Conception (6)	82,000	Serafina II (3)	61,500
Jackie B. (2)	84,000	Skillingolee (2)	108,000
Jackie V. (1)	42,000	Sunbeam (1)	52,000
Jackson & Arthur (5)	76,000	Superior (2)	140,000
J. B. Junior (7)	165,000	Sylvester F. Whalen (2)	305,000
Jennie & Julia (1)	20,000	Theresa M. Boudreau (1)	85,000
Jennie & Lucia (1)	80,000	Tina B. (1)	100,000
Joe D'Ambrosio (3)	30,000	Trimembral (6)	93,000
Johnny Baby (6)	56,000	Victory (1)	25,000
Joseph & Lucia (1)	148,000	Vilanova (2)	395,000
Josie II (7)	114,000	Vincie N. (1)	9,000
Julie Ann (2)	340,000	Virginia Ann (7)	180,500
Killarney (1)	180,000	We Three (6)	68,500
Lawrence Scola (2)	33,000	White Owl (2)	28,000
Lawson (1)	70,000	Whitestone (3)	153,000
Little Flower (8)	205,000	Wild Duck (3)	450,000
Little Joe (5)	86,000	Yankee (1)	7,000

Records Marine Sounds off Bermuda

Dr. William Schevill of the Woods Hole, Mass. biological station, with a specially trained crew aboard the ketch *Caryn*, has been carrying out experiments which will prove what scientists have always said: That fishes do make noises. He has made recordings off the coast of Bermuda, and whales, which the crew sighted on the way from Cape Cod, were among his subjects.

Whales are quite common in Bermuda waters during the Springtime, according to Dr. L. W. Hutchins, director of Bermuda's biological station, which teams up with Woods Hole on such matters. During the Spring months there were whales some 10 miles offshore.

Whales, Dr. Hutchins explained, do not constitute the only sound-makers in the marine world; such invertebrates as shrimps and lobsters are capable of making utterances.

Canadian Report

By C. A. Dixon

Sardine Strike Not Yet Apparent

As August entered the picture the expected Summer school of sardines in southern New Brunswick did not seem to be present in the Passamaquoddy Bay region, although some fish have been and are being caught by certain weirs. No general strike, however, is apparent throughout Charlotte County, although it is a little too early to tell just what may occur.

Pollock May Strike Again in Fall

Fishing of all kinds came almost to a virtual standstill in Quoddy and its environs before July ended. Ravages of dogfish and other factors caused the slump from good fishing earlier in the Summer. Even pollock fishing slacked off but this is nothing unusual for the time of year and it may be that the fish will strike again later in the Fall.

Sardines Going to Reduction Plants

Many cargoes of sardines, which would not pass inspection for canning, have been sold to the fish meal plants on the Canadian side of the border and also in Eastport, Me. Every day quantities from various fishing ports in Charlotte County are freighted to the above named places and are sold for \$6. a hogshead.

Lobster Festival Successful

One of the best lobster festivals ever held in Shediac, N. B., saw what was described as "a welter of entertainment and social activities." A stage show, presentation of prizes to winners of swimming races and boat races, and a special presentation to Miss Claudette LeBlanc, queen of the festival, provided highlights. There were dances, speedboat races, handicraft exhibits, Indian basket making, live lobster displays, and a carnival.

The festival arrangements were handled by a committee composed of Shediac business men, headed by Mayor Joseph LeBlanc. The mid-July event brought thousands of visitors to the seaside resort and lobster fishing area.

Fisheries Experts Visit Weir

Fisheries experts of five nations of the world enjoyed a trip to a sardine weir while they attended the International Commission for the Northwest Atlantic Fisheries, held at St. Andrews, N. B. A former Deer Island weir fisherman, Ernest Wentworth, now of St. Andrews, and one of the most successful weir operators in that region, gave the distinguished visitors what was described as "an excellent demonstration of a sardine weir seining operation in the first light of dawn" when 44 hogsheads of sardines were taken out of the weir. In charge of the expedition was Dr. A. H. Leim, principal scientist at the St. Andrews Biological Station and top expert on Canada's Atlantic herring stocks. The trip was made to and from the weir with Capt. Arthur Searles, formerly of Deer Island, but now of St. Andrews, and his mate Chet Brown in the sardine boat Claude Neil.

Gloucester, N. B. Fleet Blessed

The blessing of the dragger fleet at Caraquet, N. B., was a colorful ceremony in mid-July, the rites being performed by Rev. L. Marsolai, C. J. M., Montreal, former pastor of Caraquet Parish. Bright decorations of flags and bunting were attractive, as the dragger fleet sailed into port within view of 3500 people on wharves and decks of vessels. Representatives of the clergy and the provincial government attended the ceremony, and several selections were played by the Shippegan Band. The Gloucester County fleet now numbers 35 draggers.

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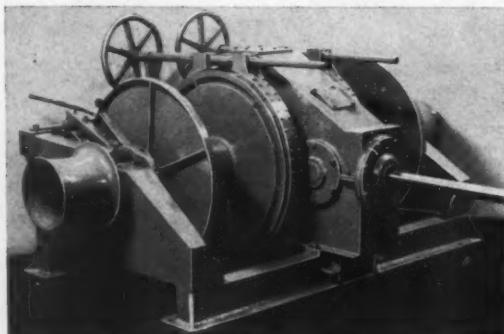
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"Henry Underwood" Log

(Continued from page 17)

mile in order to guard against nearby surface hazards. He then sent the engineer aft to check on the towline.

The engineer slipped and slid over the glistening deck to the stern of the *Henry O.* He checked the line and peered out into the fog. He saw the *Nina Merle* and watched her bow knifing through the waves—throwing them aside in silvery cascades of foam. It was towing well.

After the engineer made his report to Capt. Beal, they stood together for a moment; listening to the throbbing engine of the *Henry O.*, and looking down at the green and white highway plan of islands and buoys shown on the radar screen. Thirty minutes later they left Petit Manan behind them.

Cross-Chop Hampers Towing Operations

3:30 P.M. Passed Petit Manan in black fog. Bad chop from SW. Hauled off for Schoodic Whistle and ran into SE ground swell. *Nina Merle* towing badly in cross-chop. Visibility about 50 yards.

Ten minutes after Capt. Beal headed the *Henry O.* downwind for Schoodic, he became aware of a ground swell coming in from the Southeast. This formed a cross-chop which caused the *Nina Merle* to tow badly. Turning the wheel over to his engineer, he stumbled aft to check on the line.

In the shadow of the fog, he saw the *Nina Merle*: rising on the top of each swell to be slapped down into the trough by the cross-chop. Every time the *Nina Merle* sank to the bottom of a swell, the towline would go slack. Then the *Henry O.* would lurch forward, take up the slack of the line so that it twanged taut, and pull the *Nina Merle* out of the trough again. Capt. Beal adjusted the line so that the two boats rose and fell evenly between the swells, thus eliminating the danger of the towline's snapping under the strain.

When Capt. Beal returned to the wheelhouse, the radar was being operated on the twenty-mile range. At the eight-mile mark he saw Schoodic. For 35 minutes he watched the white dot that was Schoodic move nearer and nearer to the center of the radar scope. A short time later the *Henry O.* and the *Nina Merle* passed Schoodic Whistle Buoy with about 20 yards to spare, and left it bleating plaintively into the fog behind them.

Radar Helps Avoid Collision

5:15 P.M. Passed Bunker's Ledge. Fog still thickening, visibility about 20 yards. Almost collided with a passenger boat. Had just passed Bunker's Ledge when it reached the narrows. It came out of Isleford, rounded the black buoy and squared away for Seal Harbor. We were both in the passage when....

It was so thick they could hardly see the bow of the *Henry O.* The engineer had taken over the wheel. No sooner had he picked up the fish weir in Johnson's Cove on his radar than he spotted a boat groping its way from Isleford to Seal Harbor. He watched it round the black buoy by Sutton's Island and enter the Cranberry Island Narrows. The *Henry O.* was just entering the passage when Capt. Beal realized that both boats were sailing a collision course in the narrows—only a few miles from the ledge where the S. S. *Cimbria* ran aground many years ago.

(Continued on next page)

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It seems that the *S. S. Cimbria* was navigating one of Mount Desert's narrow inlets in heavy fog. There was no wind. The *Cimbria*'s fog-horn called futilely into the mists—answered only by its own echo which bounced back and forth within the inlet. Because of the fog-horn no one heard the water lapping on the ledge a few hundred feet ahead. Then the *S. S. Cimbria* hit. There was an ear-splitting crack, a thunderous crash, a ripping, rending, tearing of wood and metal as the ship ground and crushed its way onto the ledge.

In the narrows the fog was just as thick, the waters just as dangerous, the situation just as desperate as it was the day the ledge at Tri-house Point claimed the *S. S. Cimbria* for its own. Capt. Beal stopped the *Henry O.*'s engine. He looked at the radar-scope and studied the problem. He noted the position of the *Henry O.* and the *Nina Merle* in relation to the third boat. Then he glanced at his charts. There was plenty of water. He took another look at his radar and hurried out on the deck just in time to see the passenger boat break out of the fog and cross the bow of the *Henry O.* They were safe!

Another Near Collision

5:45 P.M. Another near collision at Northeast Harbor entrance. Made harbor safely. Fog's in for the night and the visibility is about 40'.

While plotting his course into Northeast Harbor, Capt. Beal recalled—with a smile—the tale of the crack liner *S. S. Norumbega*. It had a humorous twist. The stokers of the *S. S. Norumbega* had developed the somewhat risky habit of driving her on banked fires. On one of her short runs from Northeast to Manset her engines died. There was a pea-soup fog. Now it appears that two people were sitting on a boulder by the water's edge, when suddenly the great white liner loomed over them out of the mists. Silently, almost noiselessly, it slipped onto the ledge; and they took to their heels shouting: "Gosh, those things go on land up here!"

The *Henry O.* and the *Nina Merle* were only a few hundred yards from this historic ledge when Capt. Beal looked at the radar and spotted a boat coming out of Northeast Harbor. To avoid a collision he idled his engine and allowed the third boat to pass in safety. Minutes later they entered the harbor.

Capt. Beal prepared to anchor. With the aid of radar he selected a suitable spot. The engineer went forward and dropped the hook. For a moment it dragged—seeking a solid hold on bottom. Then it caught and a fetid bubble rose and burst upon the surface. The trip was over.

NFI Committees to Meet Food Editors

The National Fisheries Institute's Executive and Finance Committees will meet at the Waldorf-Astoria Hotel, New York City, on October 15, 16 and 17. These dates coincide with the annual meeting of the Food Editors on October 16, and the Institute, through its advertising agency, will put on a fisheries exhibit for the Food Editors. This will enable the Executive and Finance Committee members to serve as hosts to the nation's Food Editors.

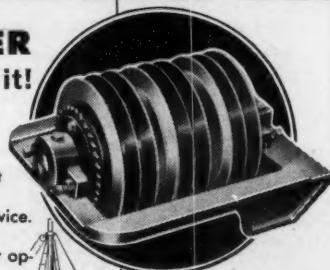
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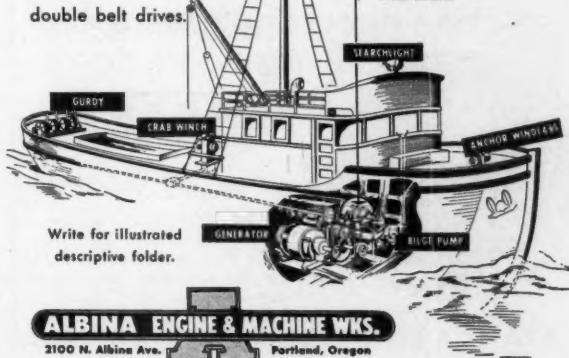
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Vineyard Bailings

By J. C. Allen

This log is all about July, which has gone well astern. The oldest inhabitant, who claims to be 218 years old, more or less, swears by the Great Hookblock that he never saw such hot weather before, neither as to height of temperature nor for so long a period. He has been told that if he keeps on telling such stuff he will experience temperatures a darned sight hotter in the future, but it doesn't seem to phase him any.

Now the luck, in this season, is usually on the swordfish ground, and there are things to be said about this. But those things have not gone according to rule or tradition. Actually we don't know how far to the easterly our vessels have cruised, but we know cussed well that it has been a run. And we know too that of the local fleet, only three craft, deep-legged ones, have really done anything. They have landed two trips apiece as we put this log together, and the total is approximately three hundred fish. Not bad going at all for vessels of this size, but the price, except for one trip, held at about what we usually expect in mid-August.

All hands claim that frozen sword from South America and Japan has nothing to do with this, and perhaps they are right, but it doesn't help morale a bit just the same.

Swordfish Nearly Harpoons Harpooner

There is a yarn to spin in connection with local swordfishing, which is odd. Lorenzo D. Jeffers, a Gay Head Indian harpooner, aboard the *Three Bells*, Capt'n Tom Tilton of Vineyard Haven, came nigh getting harpooned himself and by a swordfish! Lorenzo has been swinging an iron since he was a boy and prides himself on killing his fish when he strikes, also on buttoning his iron on the outside. He let go at this fish, dead ahead, and the fish jumped with the shank of the iron clean through him, thrusting the butt into the air three feet above Lorenzo's shoulder as he stood in the pulpit and just missing his armpit. If it had connected it is pretty hard to say what might have happened.

Ground-fishing has been spotty. Plenty of varieties have scattered, and the ground has had to be scraped pretty thoroughly to make a trip. Hot weather is blamed for some of this, and it seems reasonable; certainly it has affected everything else.

As nearly as anyone can tell the bottom is covered with fish of some kind, and the water itself is full of bait. But almost every variety of fish common to these waters will scatter when the temperature runs too high. Thus, even hand-liners quit around the middle of the month because they had to shift so often in order to get a fare. Yet party-boats, drifting all over the ocean, had wonderful fishing for that kind of going, although, of course, it wasn't a paying proposition from the commercial lads' point of view.

Sea bass and scup ran heavy, and are still running, with quantities of such small size that it takes fifteen to make a dozen. But mixed in with 'em are large culls, and all this constitutes a good sign as far as the future is concerned.

Although trap gear to the easterly of us has slain the mackerel during the heft of the month, we have had hardly any in these bearings. All hands anticipated a continued shortage of mackerel if the bluefish ran. They don't mix, and we have had quite a cut of blues for some three seasons. But this season the blues have hit only now and then, and not in large numbers so far as the catch has shown.

The same or similar tactics on the part of striped bass has been true. Little has been taken around the beaches although schools have been sighted from time to time. A ton was hooked one day by three boats working together

on a school, which sounds like big doings, but before then and after, there was literally nothing to hail.

Flukes Transparent

Flukes ran inshore according to schedule, and for a time the small druggers had their innings. Then, according to regular custom, they played out on the smooth bottom and showed where hand-liners could get an uninterrupted slant. But they have run small; plenty of 'em, but so cussed thin that you can read newsprint through 'em.

Postage Stamps Dry

Taking things full and by, we suppose that the average run of luck has hit a normal figure, due allowances being made for conditions. But what all hands have prayed for is a breeze that will shake things up a mite and knock down the temperature. For three weeks it was hotter than the hinges of hell, and so dry that folks had to fasten stamps on envelopes with pins. Local lads don't like to see such a run of weather extend into August; it is too apt to end in something altogether too cussed high-powered for comfort. But we shall see.

Shellfishermen have begun to worry, too. We have hinted, maybe a trifle strongly, more than once, that the shellfisherman and the farmer have a good deal in common. We refer, of course, to the planting and cleaning of beds and fields, and the harvesting which has similar characteristics.

But there is something more, something which we doubted for a long time, but which is true, and that is the need of rain! All our life, and we are no blasted chicken, there have been old-timers who have said that plenty of rain is needed in order to get a good set of bay scallops. Plenty of 'em have told about the importance of ice and snow where clams are concerned.

Well, right or wrong, the scallop seed is not growing, and that is the sober truth. There may be spots where all is well, but there are more where the critters run the size of a nickel; and the old-timers say they need rain!

International Commission Approves Larger Mesh for Haddock Nets

The International Commission for the Northwest Atlantic Fisheries met in St. Andrews, N. B., June 28 to July 9, and approved the introduction of a 4½" mesh size for the haddock fisheries of Georges Bank. This will become effective when ratified by the governments concerned.

No decision was taken with respect to the permanent site for the Commission's headquarters. A committee of Commissioners from the United States, Iceland and Spain will review the matter during the coming year, while the temporary headquarters remains at St. Andrews, N. B. Canada is still preferred as the permanent site. It is expected that the Commission will announce the appointment of a permanent secretary shortly.

Scientists of the Commission will confer at the meeting of the International Council for the Exploration of the Sea at Copenhagen in September to prepare a program for research to be carried on in the Northwest Atlantic. This phase of the work was given decided emphasis at the St. Andrews meeting and will play an important part in the program of the Commission. Dr. A. W. H. Needler was re-appointed chairman of the Standing Committee on Research and Statistics.

It was advised at the first session that Norway has ratified the treaty, and it is expected that formal ratification by Portugal and France will follow in the near future. Countries which have now ratified the treaty include the United Kingdom, United States, Canada, Spain, Denmark, Norway and Iceland.

Dr. J. L. Kask, assistant director of the Fish and Wildlife Service, was elected chairman of the International Commission for the ensuing year.

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*Federal Propellers, Grand Rapids, Mich.
*Hyde Windlass Co., Bath, Me.

Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

*Jabsco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

RADAR

Louis Posner Marine Radio Equipment, Inc., 261½ Northern Ave., Boston 10, Mass.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RADIO TELEPHONES

Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

Hudson American Corp., 25 West 43rd St., New York 18, N. Y.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—**Galley**

*The J. M. Keely Sales Co., P.O. Box 4941, Miami, Fla.

"Shipmate": The Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.

Snow-Nabstdt Gear Corp., Weldon St., Hamden, Conn.

*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE

*Sudbury Laboratory, Box 780, South Sudbury, Mass.

SHIPBUILDERS

Bristol Yacht Bldg. Co., So. Bristol, Me.

*Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Newbert & Wallace, Thomaston, Me.

*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

Story Marine Railway, So. Portland, Me.

Webber's Cove Boat Yard, Inc., East Blue Hill, Me.

SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

STEERING GEAR

The Edison Corp., 141 Front St., New Bedford, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

*Hathaway Machinery Co., Inc., New Bedford, Mass.

VOLTAGE REGULATORS

The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

*Hathaway Machinery Co., Inc., New Bedford, Mass.

*Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

*American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

John A. Roebling's Sons Co., Trenton 2, N. J.

*Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

Mississippi Shrimpers**Blessed at Biloxi**

Several hundred gaily-decorated boats from Biloxi's shrimp fleet paraded past thousands of onlookers August 3, and then were sprinkled with holy water by Fr. Herbert J. Mullin, in the traditional Old World custom of blessing the fleet. The rites were administered from the stern of the *Whippoorwill*, itself a trawler.

The ceremony started when the line of boats formed off Kuljis Oil Wharf, East Beach. Led by two Keesler AFB crash boats, they chugged out the channel to the fourth beacon, then back past the community pier where they were blessed.

Following the blessing, the festival moved on to watch a street parade that night, then went to the USO where Miss Betty Hebert, representing the DeJean Packing Co., was crowned queen, and the top prize for the best-decorated boat went to Frank Kovacevich's *Julia*.

Second place in the best-decorated boats contest went to Kuluz Bros.' *Gulf Light*, skippered by Laurent Duplain; third, a tie, to the *Thelma Leckich* of Leckich and Fayard, captained by Rudolph Lesso, and to the *Victory*, skippered by W. A. Newman; fourth to the *Bidwell Adam*, Victory Packing Co., with Seagues Leleaux as master; fifth to the *John Sekul*, Sea Coast Packing Co., captained by Otis Broussard; and sixth to the *Miss Yugoslav*, skippered by Peter Jurich.

The Fish & Wildlife Service filmed the blessing ceremonies in their entirety as part of the educational technicolor film, "The Story of Shrimp", which will be shown on practically every television station in the country in 1953.

Two New Shrimpers

The 65-ft. shrimper *Crescent Limited*, completed by Toche Shipyards, Biloxi, around April 1, recently made her first run. Owned by Robert Lemmler, Biloxi, she is a Florida type boat, with an 18-ft. beam, and drawing 6½ ft. The vessel is powered by a 275 hp., Series 110 General Motors engine.

Fuel capacity is 3600 gallons, water capacity 500 gallons, and she will hold 30 tons of ice. Equipment includes a depth recorder, automatic pilot and ship-to-shore radio. This electronic equipment also will be installed on the 60' *Lenny Boy*, being built for Herman Boda of Pensacola, Fla.

The *Lenny Boy* has an 18-ft. beam and will draw about 6½ ft. Power will be furnished by a 170 hp., D337 Caterpillar engine. The boat will have a fuel capacity of 3,000 gallons, and will be capable of carrying 500 gallons of fresh water and 30 tons of ice.

Index to Advertisers

Albina Engine & Machine Works	45
American Steel & Wire Division,	
U. S. Steel Co.	6
Atlantic Equipment Co., Inc.	50
W. A. Augur, Inc.	46

Bowers Battery & Spark Plug Co.	38
---------------------------------	----

Chris-Craft, Marine Engine Div.	9
---------------------------------	---

Colorado Fuel & Iron Corp.	
Wickwire Spencer Steel Div.	3

Columbian Bronze Corp.	47
Columbian Rope Co.	1

Diesel Engine Sales Co., Inc.	33
-------------------------------	----

Eldredge-McInnis, Inc.	50
------------------------	----

Enterprise Engine & Machinery Co., Process Machinery Div.	37
---	----

The Enterprise Mfg. Co.	40
-------------------------	----

Esso Standard Oil Co.	10
-----------------------	----

Federal Propellers	41
--------------------	----

The Edwin H. Fitler Co.	45
-------------------------	----

Fulton Supply Co.	50
-------------------	----

Gulf Oil Corp.	2
----------------	---

R. S. Hamilton Co.	50
--------------------	----

The Harris Co.	47
----------------	----

Hathaway Machinery Co., Inc.	44
------------------------------	----

The Heminway & Bartlett Mfg. Co.	11
----------------------------------	----

Geerd N. Hendel	50
-----------------	----

J. F. Hodgkins Co.	45
--------------------	----

Hyde Windlass Co.	34
-------------------	----

Jabsco Pump Co.	34
-----------------	----

The J. M. Keely Sales Co.	32
---------------------------	----

Liberty Dry Dock, Inc.	47
------------------------	----

The Linen Thread Co., Inc.	52
----------------------------	----

Marine Compass Co.	44
--------------------	----

McClain's Sea Foods	45
---------------------	----

Lucian Q. Moffitt, Inc.	42
-------------------------	----

Murphy Diesel Co.	12
-------------------	----

O. Mustad & Son	43
-----------------	----

The National Supply Co.	7
-------------------------	---

New Bedford Cordage Co.	31
-------------------------	----

Northill Co., Inc.	41
--------------------	----

H. O. Penn Machinery Co., Inc.	39
--------------------------------	----

Perkins-Milton Co.	37
--------------------	----

Pettit Paint Co.	4
------------------	---

Plymouth Cordage Co.	35
----------------------	----

Raytheon Mfg. Co.	8
-------------------	---

E. S. Ritchie & Sons, Inc.	33
----------------------------	----

Frank L. Sample & Son, Inc.	46
-----------------------------	----

The H. M. Sawyer & Son Co.	43
----------------------------	----

Socony-Vacuum Oil Co., Inc.	51
-----------------------------	----

Standard Steel Corp.	46
----------------------	----

A. M. Starr Net Co.	42
---------------------	----

Stroudsburg Engine Works	32
--------------------------	----

Sudbury Laboratory	29
--------------------	----

Twin Disc Clutch Co.	30
----------------------	----

U. S. Rubber Co.	40
------------------	----

United States Steel Co.,	
American Steel & Wire Div.	6

Universal Motor Co.	46
---------------------	----

Westerbeke Fishing Gear Co.	50
-----------------------------	----

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp.	3
---	---

Wilfrid O. White & Sons, Inc.	47
-------------------------------	----

Winslow Engineering Co.	37
-------------------------	----

	49
--	----

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--	--

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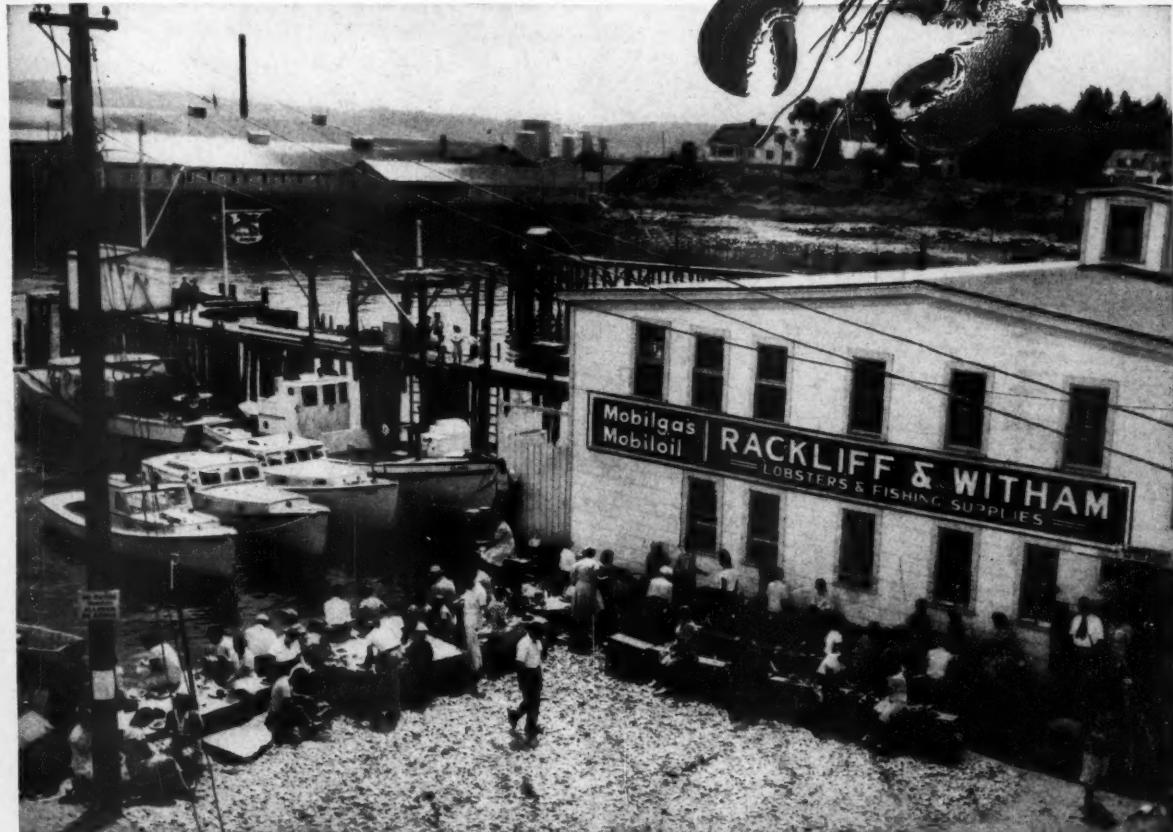
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